

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., FEBRUARY 10, 1899.

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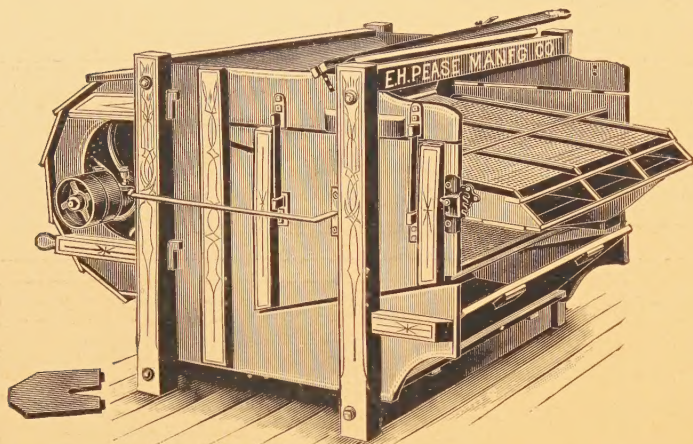
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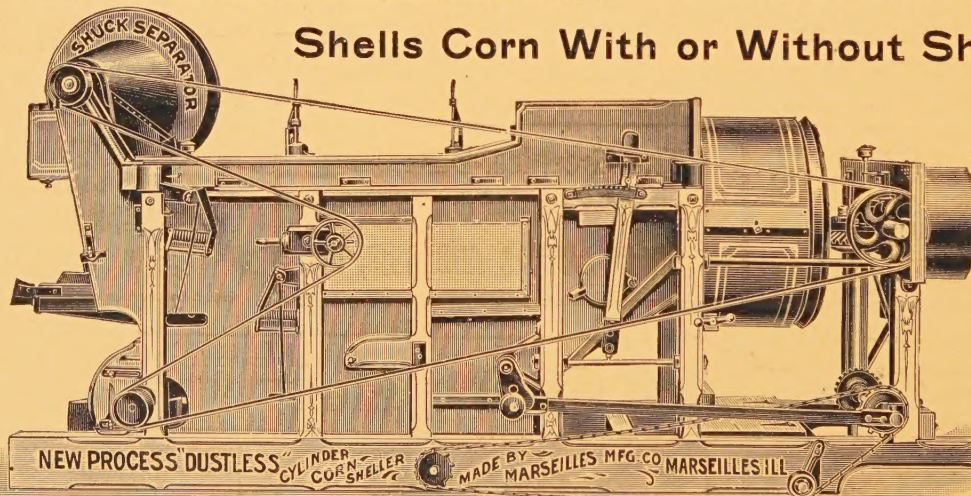
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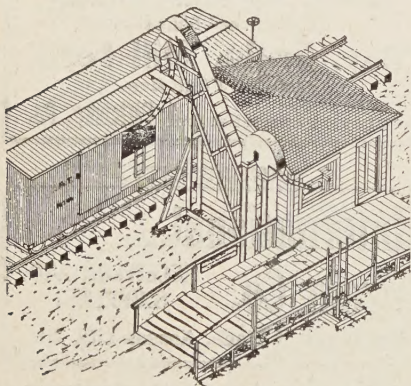
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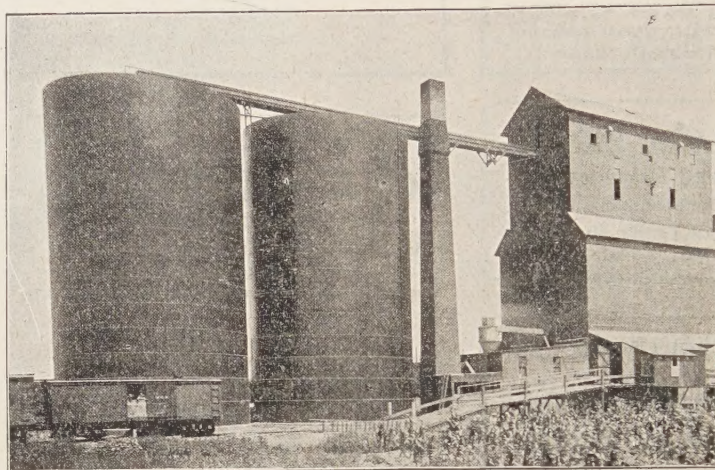
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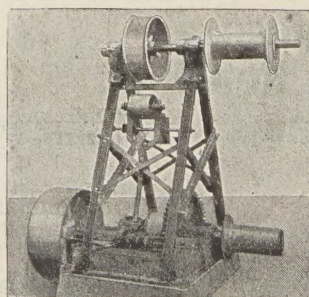
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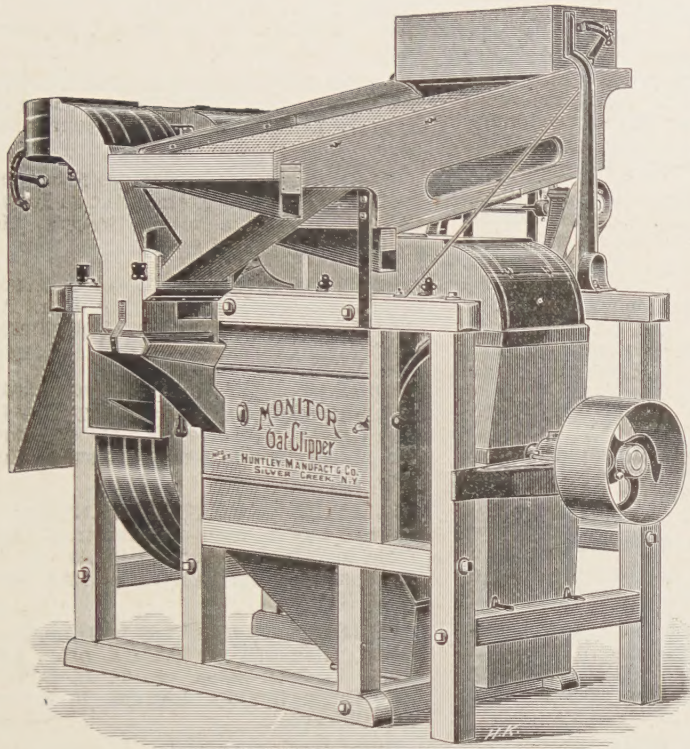
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Monitor Machines
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**Monitor
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But you will have the satisfaction of knowing that you have the BEST, and when quality of work and durability is considered, by all odds the cheapest.

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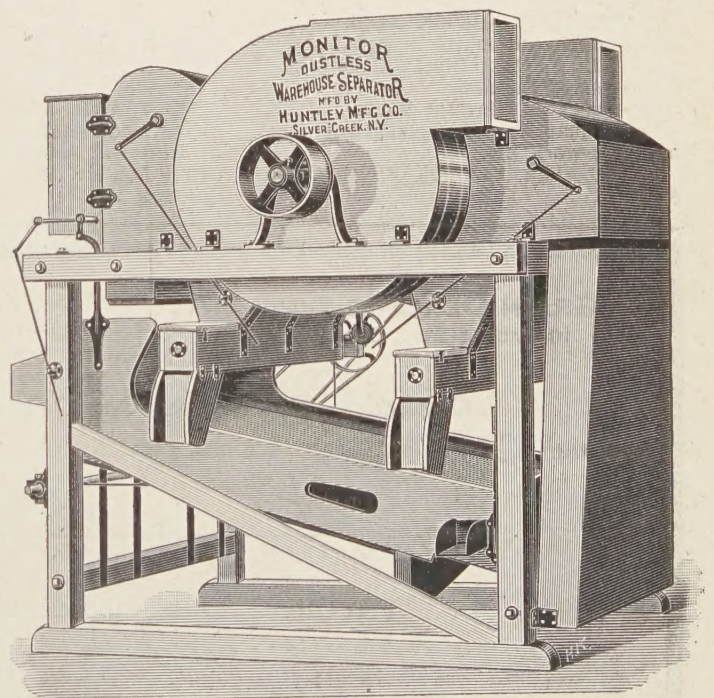
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OAT CLIPPERS,
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 AND SPECIAL GRAIN
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The difference between the Monitors and other good machines for the purpose, is the difference between GOOD and BEST.



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SECOND-HAND GAS AND GASOLINE engines from 4 to 25 h. p. L. D. Price, 34 Washington St., Chicago.

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ELEVATOR IN IOWA on C., R. I. & P. Price \$3,500 net. T. & Co., Box 1, care Grain Dealers Journal, Chicago, Ill.

GASOLINE ENGINES FOR SALE, 35 h. p.; 12 h. p.; 8 h. p.; at a bargain. McDonald, 72 W. Washington St., Chicago, Ill.

MACHINES not in use can be sold by advertising them here. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

ENGINES, second-hand, one 3-h. p. Lewis, gasoline, \$125; one 6-h. p. upright, steam, \$35. Wisconsin, Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

ELEVATOR AND FEED MILL for sale. Best facilities for handling grain. Mill does good business. Good reason for selling. A bargain. E. C. Kidd & Co., Morrison, Ill.

GREAT OPPORTUNITY.—Only grain warehouse in Wisconsin town; no competition. Full particulars by addressing B. V. Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

IOWA ELEVATORS for sale. A line of twenty country elevators and a good cleaning house in Iowa will be sold cheap. Must sell all or none. F. J., Box 6, Grain Dealers Journal, Chicago, Ill.

MACHINERY.—Second hand.
—24-inch Automatic Tripper.
2—Hill Friction Clutch Couplings.
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2—Cast Iron Elevator Boots.
Large quantity pulleys, shafting, belt-iron-work, etc.
H. W. Allen, Box 635, Silver Creek, N. Y.

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ELEVATOR for sale; 30x30x48 ft.; fine grain section; handled over 70 cars corn this season; located on Ohio Southern Railroad; well built and new machinery. Lock Box 13, Jeffersonville, O.

FEED ROLLS; SCALES.—3 three-high Feed Rolls, 1 600-bushel and 3 60-bushel Hopper Scales at a bargain; all kinds of mill machinery. S. G. Neidhart, 110 Fifth Ave., S. Minneapolis, Minn.

ELEVATOR, 8,000 bushels, with wagon and hopper scales, 16-h. p. gasoline engine, wheat cleaner, corn cleaner, sheller and dumps. Also grind feed. Good territory. Local monopoly in grain, coal and farm machinery. Western Ohio. E. L. Box 2, care Grain Dealers Journal, Chicago, Ill.

ONE No. 5 Barnard & Leas wheat separator, double shake, good order, price \$40. One Obenchains automatic underrunner French burr, good order, price \$30. Two iron tanks, 9 ft. by 9 ft., with hopper bottoms made from No. 10 boiler iron, water tight, price \$10 each. All f. o. b. cars Conway Springs, Kan. H. L. Strong Grain Co., Coffeyville, Kan.

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TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

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A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

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GASOLINE ENGINE, new or second-hand, 10 to 15-horse. State price delivered. A. S. Lewis, Weatherford, Tex.

ELEVATOR WANTED.—I want to buy a small elevator at a good station in Illinois. Address S. T. R., Box 9, Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

WANTED.

ELEVATOR.—I want to buy or lease an elevator in Ind. or Ill. Give particulars. F. W. Moberley, Windsor, Ill.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

WANTED. — Engine lathe, 72 to 84 swing, 12 to 14 bed. Gardner Elevator Co., Detroit, Mich.

ENGINE of 15 h. p. wanted in exchange for gasoline engine of 10 h. p.; good condition. C. A. Burks, Bement, Ill.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

ELEVATOR WANTED, with a good business at a good grain point in Iowa, Ill., or Neb. Give full particulars. E. D. Vorhes, Cushing, Iowa.

POSITION as superintendent, foreman or buyer by experienced grain man. All references. E. H. M., care Grain Dealers Journal, 10 Pacific avenue, Chicago.

POSITION WANTED.—Competent man wants position as bookkeeper or to take charge of office work. Bookkeeper, Box 11, care Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR WANTED: I want to buy a small elevator in a good grain growing district of Illinois. G. A. K., Box 11, Grain Dealers Journal, Chicago, Ill.

COUNTRY ELEVATOR in Illinois or Iowa. Give full particulars, price and terms in first letter. A. T. J., Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

POSITION WANTED.—If you want help in your office, elevator or any other department of your business, advertise your want where those connected with the grain trade will see it. That is right here.

POSITION WANTED as traveling solicitor, superintendent, foreman or buyer for grain firm, by an experienced grain man. All references. Address J. E. R., Box 11, Grain Dealers Journal, Chicago, Ill.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

WANTED.—ELEVATOR, to lease with option of buying. Located in grain section. Address, giving full description of plant, amount of grain shipped last year, Grain Buyer, care Oldtown Mills, Xenia, O.

COUNTRY ELEVATORS WANTED.—We have frequent inquiries for elevators from grain dealers who desire to buy, and we feel that it would be to the advantage of every one who desires to sell an elevator to list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. F. R. S., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

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GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.

BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., FEBRUARY 25, 1899.

Chicago needs an official grain sampler.

The small capacity hopper scales in the terminal elevators should be discarded.

The scoop-shovel loader pays no property tax, hence should be required to pay a license fee by every town.

The oatmeal trust, like many other greedy organizations, seems determined to reach out for everything in sight.

The elevator operator who has a good dust shield can trim a car of grain without getting his lungs filled with grain dust.

If the different associations will work together much more benefits can be secured with the same work and expense now incurred.

The members of the grain dealers' associations could increase the usefulness of their organizations by confiding their troubles to the secretary.

The time to appraise your property is before the fire. Then each piece of property is in sight and the appraisers are sure to list and value it correctly.

Delays of grain at initial points, which are due to the incapacity of the rail carrier should be paid for by the carrier at fault. The damage done the would-be shipper can easily be measured.

If every grain center had a check weight bureau similar to the one established at Kansas City shortages would be materially reduced and many abuses which have become established would be eradicated.

If grain buyers find it necessary to go into the money lending business and advance money to the farmer on grain he promises to bring to market, they should take a note for the money and charge interest for its use. Lending money for friendship's sake may be all right, but it don't pay expenses and no

dealer can afford to do it even though he has ample funds at his command.

Several railroads terminating in Chicago are still selling the privilege of sweeping cars after same are unloaded at terminal elevators, but influences are being brought to bear which will soon terminate these old-time abuses.

The speculators are indulging in much worry about the safety of the winter wheat crop. At the same time Jack Frost continues to hammer the mercury down below zero, and the wheat market, like pedestrians, has a tendency to keep moving.

We would consider it a special favor if our readers would write to us occasionally. Be friendly, send us the grain trade news items of your district and let us know your opinions on grain trade problems which are agitating the trade. Let us hear from YOU.

From reports received recently the prospects are that more car elevators will be remodeled and enlarged and more new elevators erected during 1899 than for many years past. Prosperity makes the dealers yearn for better facilities for handling, storing and improving.

Shippers who sell grain for time shipment should bear in mind that the car famine is not yet at an end. The fact that they cannot get cars will not excuse them from the fulfillment of their contract, although some have attempted to gain relief from contracts by this excuse.

The grain elevator man who patronizes the mutual fire insurance companies, thereby advances the cause of mutual insurance and secures reliable insurance at a reasonable price, in fact at cost. The mutual companies are not organized to pay dividends on watered stock.

It is said that the car famine in some sections has been greatly aggravated by special privileges extended to large operators. It seems that they are permitted to hold grain in large quantities in the cars. Such favoritism can serve only to bring about radical anti-railroad legislation.

Country grain dealers who ship grain to Chicago will be displeased to learn that the movement to secure the appointment of an official sampler by the Board of Trade is meeting with some opposition from the friends of the many firms now engaged in taking samples. If the work was placed in charge of one man and he made responsible for the work of his department, samples which could be relied upon would be supplied to the trade and at less expense than at

present. The samplers doing the work at present are responsible to no one, which in a measure accounts for the unreliability of the service.

Shippers in some sections of Iowa, Illinois and Indiana are still complaining bitterly of the railroad company's inability to supply them with cars. Recently we have received word from shippers in each of these states to the effect that with them the car shortage is worse than ever before.

Equitable freight rates are much desired by all grain shippers. By degrees those who have been securing a small concession are coming to understand that others are getting larger rebates. Until the same rates are extended to all shippers the railroads will act as powerful factors in building up monopolies.

Users of gasoline engines who have been caused some trouble by neighbors who objected to the noise made by exhaust can please their neighbors and deaden the noise of the exhaust by attaching a water muffler. These have been attached to engines used in thickly populated districts, to the satisfaction of all parties concerned.

When buying a gasoline engine do not overlook the fact that a good engine is the cheapest to operate, can always be depended upon for power and does not continually stand in need of repairing. Some engines which have been pushed the hardest and been adopted by many elevator men now stand unused or have found a resting place in the scrap pile.

Many of our friends seem to be advancing money to farmers much against their will. Unreasonable competition drives dealers to do many things which could be avoided by organization. Jealousy has held sway so long that many extravagant abuses have become established and will continue to burden the grain trade so long as dealers tolerate them.

It will be gratifying to all shippers to learn that some grain carrying railroads have taken to paying for shortages where they obtain positive evidence of correct weighing at both ends. Shortage claims recently handled by the National Association have been settled and it is to be hoped that the railroads will take care hereafter to prevent shortages as well as to pay for those actually occurring.

A manufacturer of a well known gasoline engine, which is said to be of superior strength and workmanship, refuses point blank to compete for business with so called gasoline engines, whose one merit is that they use gasoline fuel, and whose sole claim to the

consideration of prospective buyers is their first cost. There surely is much truth in the claims of this maker, and prospective buyers will do well to ponder over the words.

Elevator men who use gasoline engines will be pleased to learn that the Standard Oil Co., that very charitable institution which establishes and maintains universities, has made a material advance in the price of gasoline, not because the oil trust was losing money at the old price or that the expense of procuring same has been increased, but because it wanted the money. Those who are not contented to pay the new price asked for gasoline will do without.

The members of the different grain dealers' associations who are interested in the success of such organizations should make it a point to read and ponder over the paper entitled, "Our Duty to Our Association," read by L. Cortel-you, of Muscotah, before the Kansas Grain Dealers' Association at its recent meeting. If regular dealers would follow his suggestions they would surely derive more benefit from their organizations and the trade would be better off.

The Minneapolis Market Record is much agitated over the action of some so-called commission merchants in that market. Under the head of 'Wolves in Sheep's Clothing,' it charges them with being thoroughly irresponsible and with neglecting to pay for goods received. The shipper should write to the secretary of the Minneapolis Chamber of Commerce whenever he has any doubts regarding the standing of parties soliciting his business.

The irregular shipper is often permitted to detain cars for warehouse purposes to the inconvenience of the shipping public and at the expense of the railroad company. The local station agent may receive a bribe for his toleration of the delay, but if the traffic manager learns of his action he is likely to receive his discharge. It is right and in the interests of the shipping public that cars should first be given to the applicant who has grain in sight in carload lots ready for prompt loading.

A good oat clipper will pay for itself in a short time if intelligently operated. Country elevator men who have put in small clippers would get much larger returns from their machines by giving some attention to their operation. It is not every man who works about an elevator that can learn in ten minutes' practice to operate a clipper. The intelligent operation of a clipper, like any other machine, will always

bring far better results than hap-hazard methods. It pays to think about the work being done.

The corn shipper who attempts to do business with a cheap sheller and no cleaner must be satisfied to get a low price for his dirty corn. It pays to provide a good shelling and cleaning equipment, if much corn is to be handled. There are several good shellers on the market which will remove the corn from the cob without breaking the grain and it is easy to select a good cleaner for removing husks and cobs. If the corn is placed in good condition it will grade much better in most markets and bring a much better price than if marketed in the dirty condition.

A device is being placed on the market which must eventually come into general use for it will gradually reduce shortage troubles. It is an automatic recording device which records with absolute correctness, on cards provided therewith, the weight of grain shown by the beam to be on the scale. It is done automatically, so that the weighman has no opportunity for making an error in reading or recording the weight. Experience has proved that the eye, the mind and the hand are all fallible and transpose figures in the most bewildering manner. With the new device there is no opportunity whatever for error.

It is gratifying to know that the new elevators now contemplated are to be equipped with dust collecting apparatus and that some of the old plants are also to be cleaned by such an equipment. If the apparatus is properly installed the dust would be removed and the danger of dust explosions reduced to a minimum. The appalling disasters resulting from explosions of elevator dust last year have brought the elevator men to a clearer conception of the dangers they were inviting, and henceforth every cleaning elevator will be provided with dust collecting apparatus. It is unfortunate that the laws of Illinois will not permit the installation of dust collecting apparatus in the public elevators of the state. It would surely reduce the fire hazard and the danger to lives.

More grain driers have been put in elevators this season than ever before, due principally to two reasons. First, there are more good driers on the market than ever before and more damp grain than for many seasons past. The profits made by this equipping of plants with driers seems somewhat mythical to those having no experience in the business. Yet those who have been fortunate enough to put in a

drier have been more than satisfied with the results. It is to the credit of the new driers that the owners of such equipment refuse point blank to give any information to competitors regarding the success of the outfit. They act on the policy of the man who has a good thing and proposes to keep it to himself, but, of course, they will not succeed in this, as the trade has too many enterprising elevator men who are willing to try a thing which is a sure success.

A Toledo receiver who has been imposed upon by fraudulent bills of lading several times in the past has finally tired of being mulcted in this manner and has brought suit against the bank through which the drafts was made by the person claiming to have made the shipment. It seems that the person who made the draft presented a forged bill of lading to the bank and it did not take the trouble to investigate the validity of the bill of lading. The receiver claims, and with considerable show of reason, that the bank became the owner of the property the minute it bought the draft against it, and hence is responsible for the validity of the bill of lading. The case will be tried in the courts and watched with considerable interest. It is sincerely to be hoped that the case will be decided against the bank. It is in a position to learn of the validity of the bill of lading and should do so before buying the draft.

The grain dealers of Southeastern Iowa have, finally come to a better understanding among themselves and have organized an association which already has done much to advance the interests of its members. It is indeed gratifying to learn of the rapid extension of organization in the grain trade. The literature sent out by the Grain Dealers' National Association must be credited with the educational work which has resulted in the formation of so many strong and active organizations in the grain trade. It would seem that the interests of the trade at large and of the local, state and district associations, could be farther advanced by the affiliation of all such organizations with the National Association. By such affiliation the work of the National would be centered and reforms of interest to all could be brought about without so much work and expense. Its work and influence would then be far more effective, and it could, with much less effort, bring to a successful issue any work undertaken. This applies with special force to the loading fee, which has been championed by the national association from the start, and which has already been granted to some members.

LETTERS FROM THE TRADE

SCOOP SHOVEL DEALERS OUGHT TO BE DRIVEN OUT OF THE TRADE.

Grain Dealers Journal: We have received your list of the regular grain dealers of Illinois. It is a valuable thing to have. If the name of the railroad over which the dealer prefers to ship were given, the list would be better still. We presume your list does not include the so-called track or scoop-shovel grain dealers. These fellows who go into town and buy immediately after harvest when there is a heavy movement and then leave the town when there is not much stuff moving, ought to be driven out of the trade. The dealer who lives in a town and pays taxes, city, county and state, on real estate and improvements, ought to have some advantage over the interlopers to whom we refer. Churchill & Co., Toledo, O.

ADVANCING MONEY IS AGAINST BEST INTEREST OF THE TRADE.

Grain Dealers Journal: I want to say a word against the pernicious practice of loaning money to farmers on grain. The farmer, as a rule, has but little sense of honor, and a verbal contract might as well not be made. I have lost many customers through loaning them money. A man on my books at the present time, who owes me a small sum (too small to sue) has not sold me a bushel of grain for three years for fear I will deduct the amount he owes me. This is an extreme case.

Farmers as a rule are apt to think the grain dealer is in the business for his health and their accommodation. The farmer reasons that if Mr. A will not let me have the money Mr. B will, and I can thus save some interest money. He is shrewd enough to see that Mr. B wants his business and will advance him the money, hoping thereby to gain some advantage over his brother dealer. Like the practice of loaning sacks, advancing money on grain to farmers is not for the best interests of the trade. John H. Downing, Hawarden, Ia.

DO BUSINESS ON BUSINESS PRINCIPLES.

Grain Dealers Journal: We allow agents to do very little advancing in cash on grain and never without first asking our consent. Where there is a bank in the town we tell the farmers to go to the bank to get the money. Where there is no bank, the party is well known and there is a reason for it, we sometimes allow our agents to advance one-half the value of the grain, but never without a written contract of purchase with a stated price for the grain.

Our experience is that advancing cash on grain to farmers causes the buyer a good deal of trouble in satisfying the farmer when the grain is delivered, besides taking a good deal more capital to run the business. The writer has been in the grain business twenty-five years and has learned that to do the business on business principles like a good banker would do, is wise, as it causes less trouble in getting along with the farmers and a buyer gets and

holds their confidence better than by doing a loose, careless business.—M. McFarlin, Secretary, McFarlin Grain Co., Des Moines, Ia.

HOW TRACK BUYERS APPRECIATE THE BUSINESS OF THE COUNTRY SHIPPER.

Grain Dealers Journal: The executive committee of the Grain Shippers' Association of Northwest Iowa has joined in a letter to two members of the house from western Iowa, and one of our senators, to assist in every way possible in having the stamp tax on checks given in payment for grain abolished. We have been a little slow about getting around to this, but perhaps not too late to do some good in that direction. However, there is much force in the argument: If you don't want to pay the stamp tax, all you have to do is to pay in currency. If we should adopt that rule, the burden would be no worse on the grain trade than other business. But the check is the better way, as that preserves the record of the completed transaction.

Receipts of grain are very light, and cars are very scarce. If grain was moving only normally, the famine would be intense. I mean car famine.

Our Insurance association is growing, and making a marvelous record, as we have never met with a loss, and are writing more new insurance than at any time since we began.

As a slight token of how the track-buyers appreciate the business of the country shipper, let me give you an illustration. A recent shipment of wheat missed the grade (No. 3 spring) sold, and Mr. T. B. said: "Will accept on contract at 13 cents discount." Same car of wheat was turned over to a commission merchant whose office is not more than a mile from yours, and it sold at a discount of 5 cents, making, on a 900 bushel car, about \$72 difference in our favor.—F. D. Babcock, Secretary, Ida Grove, Ia.

GOOD WORK OF THE ASSOCIATION OF SOUTHEASTERN IOWA.

Grain Dealers Journal: The B. & M. and Iowa Central railroads run almost parallel from Oskaloosa, Ia., to Morning Sun, Ia., a distance of nearly 70 miles, through a very fertile agricultural country. There has been more or less strife, scheming and hard feeling between the grain buyers on the different lines. Frequently grain was handled for little or nothing and always at the expense of the grain dealer, and we have yet to hear the first farmer come in and thank us for handling his grain for naught.

Finally, getting sick of our old way of doing, we called a meeting of all regular grain dealers along both railroads at Burlington in December last, which meeting was largely attended by the grain men interested. At this meeting we got better acquainted, exchanged ideas, formed an association and adopted by-laws, agreeing to handle grain at our respective places at a stipulated living margin; to oust all scoop-shovel loaders; to list all dishonest commission merchants and merchants that send bids to farmers and scoop-shovel men, and to exchange ideas on all matters pertaining to our business, such as mutual insurance, grading of grains, shortage in transit, landlord liens, etc.

We meet monthly at Oskaloosa and Burlington alternately, the next meeting being at Burlington, February 15. J. W. Carden of Winfield, is president; J. A. Baxter, of Mt. Vernon, vice-president, and E. L. McClurkin, of Morning Sun, secretary and treasurer.

So far, in its infancy, our association has been quite successful, as well as beneficial. Every grain dealer on both railroads is now a member and we look forward to pleasant business relations among our competitors. They seem to be willing to do the fair thing. We are human and will meet them half way. D. K. Unsicker Grain Co., Wright, Ia.

MAKE MORE MONEY CONSIGNING.

Grain Dealers Journal: We notice in the last issue of the Grain Dealers Journal a very interesting paper by W. A. Hinchman. Of course you know that we make a specialty of the consignment business, and while we are doing very well considering the high bids that some of the elevator people send out from the different markets, if we could get them all to read Mr. Hinchman's paper we think there would be more consigning. We really believe that if shippers did more consigning they would make more money. J. F. Zahm & Co., Toledo, O.

COBS.

The broom corn corner has been a success.

Corn is being exported from the United States to Australia.

Grain trade news items are always welcome. Let us hear from you.

Puts and calls have ceased to be a factor in the Chicago wheat market.

New Zealand's surplus wheat for export is estimated at 6,500,000 bushels.

Although the Standard Oil Co. is asking 12 to 13 cents for gasoline, there are many independent refiners who sell at 8 to 9 cents.

The Erie Grain Elevator Company is building an elevator at Jersey City, N. J., in which the grain will be moved by compressed air.

A standard perfect ear of corn is stated by the Illinois Corn Growers' Association to be 10¼ inches in length, 7½ inches in circumference, to contain 90 per cent. of grain, be cylindrical in form and carry its size nearly the entire length.

If you are in the hay business you should take the Hay Trade Journal, published weekly at Canajoharie, N. Y., for \$2 per year. By sending us \$2 immediately you can get the Hay Trade Journal and the Grain Dealers Journal one year. Only \$2 for both one year.

Shippers at Philadelphia and Baltimore are buying large quantities of old corn to mix with new. New corn is arriving at the seaboard in bad condition, causing loss. Old corn for mixing is hard to buy, as the holders in Indiana and Ohio are unwilling to part with it.

Locusts are not occasional visitors as in other lands, but are a perennial plague in the Argentine. Unmolested, they breed by billions in the wilds of tropical Brazil, where they were content to remain when the Argentine was covered with the coarse grass of the pampas. Having learned of the juicy, green wheat, they come each year in increasing hordes.

ADVANCING MONEY TO FARMERS.

Many regular grain dealers of different parts of the country have favored us with a statement of their practices, experiences and opinions regarding advancing money to farmers. We give herewith the letters of a few, others will be given in succeeding numbers. Additional letters from regular dealers will be welcome.

George W. Banks, Irene, Ill.: "I have been in the habit of furnishing or advancing money to farmers, and think it an advantage to my business. I do not think it practical for grain dealers to make any effort to stop the practice."

J. F. Luse, Ross, Ia.: "In regard to advancing money on grain, I do as little as possible, and think it a poor practice, although I have never lost any. I try only to advance money when grain is contracted at a certain price to be delivered in a short time. I have a contract which I insist on having signed in all cases. The landlord is our worst enemy, as he will come in and demand money for rent, for grain which has been sold and on which money has been advanced in this way."

J. H. Vandenoever, Dexter, Minn.: "We do not make a practice of advancing money to farmers on grain, as the grain dealer certainly is the loser in such a case. He is giving the farmer the use of his money and receives no benefit; but gives the farmer the benefit of a rise in the market price. I do advance small amounts on the purchase of grain where a farmer sells a certain number of bushels, so as to make the contract binding. I do not believe it practicable to advance money on grain not actually sold."

A. F. Foll, Lena, Ill.: "I have advanced money on grain for several years and am still doing so. I also loan money. If I did not think it paid me to do so, I should certainly quit. It seems to me that your country correspondent must be located among a bad class of farmers, or else he has a very loose way of doing business."

J. Kauffman, manager Bethalto Grain Co., Bethalto, Ill.: "In former years we advanced money to farmers on wheat to be delivered, but found it unsatisfactory to our business, and have quit doing so, and do not expect to resume the practice again."

J. A. Funk, manager J. Cole & Co., Blanchard, Ia.: "Advancing money to farmers is detrimental to the interests of all. Would be pleased to stop it entirely ourselves and hope that all will do so. There is no benefit to be derived by either buyer or sellers; and it certainly would please us if all grain dealers would stop it."

Tivis & Linder, Loxa, Ill.: "We have had some trouble by advancing money to farmers and think it would be a good thing if the grain dealers would combine against it."

James Pollock, Wadsworth, Ill.: "Advancing money on grain before it is received has never proven satisfactory to me; nor do I ever do it. I condemn the practice."

George R. Brown, Divernon, Ill.: "I have done business by advancing to farmers and found it all wrong. Consequently I have quit it. It means a loss not only of money, but of business as well."

Burch & Spears, Ashton, Ill.: "We have advanced some money on grain and it always proved an injury to our business. In many cases the farmers will take their grain to some other dealer. I suppose they do it to keep the borrowed money as long as possible."

Z. R. Jones, Smithdale, Ill.: "I have advanced money to growers and have lost some. I have never made any customers by advancing; but have lost them. The farmer that asks an advance, as a general thing cannot be trusted. I have quit it. It ought to be discontinued by every grain dealer."

M. Schoonmaker, Reynolds, Ill.: "I used to advance a good deal of money to farmers on grain, but have quit doing so. I am often asked to do so; but I answer that I quit that years back. I have advanced money for grain, and when the farmer hauled it in he had not enough to pay the bill. Perhaps it would be a year before I got it. Now, if a good man wants \$10 or \$15 and will haul in his grain within a day or two, I let him have it. I think it time enough to pay for it when I get it, and I tell them that it is hard enough to do that sometimes."

H. A. Clevenger, Bondville, Ill.: "I do not think that it is any benefit to the grain dealer to have to put out so much money among the farmers. They will not sell you the grain if some other dealer offers them more. I think the practice should be abolished."

George Seaton, Seaton, Ill.: "I have been in the grain business for sixteen years and my experience in making advances on grain is very unsatisfactory. It gives you a bad class of customers, is attended with worry and loss. I think the practice should be discontinued."

B. Wooldridge & Sons, Hopkins, Mo.: "The only way we advance money on grain is to people with whom we are fully acquainted. We buy the corn or grain, name the price, and fix the time for delivery from one month to six months ahead, giving the seller so many days to deliver after we call for it. We buy for the advance and pay in full for what we buy. This is a success. We know of no other method desirable. We think all grain dealers should refuse to advance on ordinary sales where the seller is to profit by any advance in price."

J. M. Camp, Bement, Ill.: "It has become quite general to advance money to farmers, and they look for it; but there is no more reason for us to do so than the merchants. I do a great deal of that work. By so doing I often lose their grain and often secure it. I think it better for the grain dealer to loan them the money if he can spare it, and let it draw interest, which I do in general. I believe it to the interest of grain dealers not to advance farmers on their grain. Let them get their money at the banks as others have to, and pay their interest, and not hold their grain at the expense of the dealer."

Walter Parks, Airlie, Minn.: "I used to advance money on stored grain; but when the farmer came to sell the grain I could never pay enough. They were not willing to pay any interest upon the money or for storage, and would never sell the grain unless it would bring more than I had advanced upon it. I found it a big deal against me, as they would not go away satisfied. I

was out the use of money and house, and had to pay more than it would have cost me when delivered."

A. G. Hagadorn & Co., Curtis, Neb.: "I have been advancing money, but it is a very bad practice. Good in lower prices; bad in higher prices. Farmers are inclined to impose on this credit."

T. E. Malden, Manson, Ia.: "Several years ago I adopted the plan of advancing money to grain growers, and at times had large amounts out. I found out it was a very poor policy for the following reasons: First, the dealer was simply holding the grower's grain for him to speculate on advance in price. Again, if the price declined the grower kicked for the price before the decline. If your competitor bid up the grain you had either to pay his price or let him have the grain. He will then return your money and kick if you ask for interest. My experience is that it is poor policy to advance money to growers. One has more or less trouble. They haul it off to another town and keep you out of your money, if they do not skip the county altogether. If they want money, I now tell them to go to the bank, as that is the place they loan money."

A. L. Johnson, manager Crete Mills, Crete, Neb.: "We do not make a practice of advancing money on grain. Our experience has been that it does not pay in any way, and we think in some cases really drives business away."

J. D. Nichols, Noble, Ill.: "I have been a grain dealer since 1882. I used to advance money on crops of grain, but soon quit, as it proved to be a detriment to me. The favor extended to the farmers was not appreciated by them, and in some instances was a total loss. Experience is a much better schoolmaster than combinations, as nearly every man has to see the folly of the matter before being satisfied."

Barbour, Younkin & Watland, New Sharon, Ia.: "We used to do considerable advancing; but found it unsafe, unsatisfactory and unprofitable. Therefore we quit it altogether. We tell the farmer that there are two poor paymasters: one that pays in advance and the other that does not pay at all. We pay cash on delivery of grain and not before. We believe that every grain dealer should adopt the cash on delivery plan."

F. A. Paterson, Fairmont, Minn.: "We have never encouraged lending to farmers, and from the little experience we have had, have found we did not gain anything by the transaction. We always advised the farmer to go to the bank and borrow the money. The five elevators here, with few exceptions, try to follow the above plan."

Gilmore & Elliott, Superior, Neb.: "Our experience is that advancing is a poor plan. We are very particular about advancing money. Sometimes it seems hard not to accommodate a friend; but it pays better in the long run not to do it."

L. M. McEwen & Co., De Kalb, Ill.: "We think advancing money to farmers for grain to be delivered in the future is a very bad practice and in the end will work to the detriment of both parties. We never do that kind of business. We pay for the stuff when we get it. There are two kinds of payers: one who pays before he gets the goods, and the other who never pays. We think

the sooner this practice is stopped, the better it will be for all concerned."

Laun Bros., Elkhart Lake, Wis.: "It is not a practical thing to advance money to farmers on grain and is something we never have done yet, and hope never will. We think it is very poor policy, and the buyer the loser in nine cases out of ten."

Eagle Roller Mill Co., New Ulm, Minn.: "We do not advance money on grain and have never done so; and we think it is poor policy for anyone to do that kind of business."

Ward & Cadwell Company, Fairmont, Minn.: "We do not make a practice of lending or advancing money on grain. We have not done it, so I do not know what effect it would have on our business. I think if a buyer made a business of advancing money he would get left sometimes; and think in some cases the farmer after getting money would haul the grain to some other buyer."

Henry Wakeford, Norris City, Ill.: "We do not advance money to farmers on contracts for grain, as we have learned by observation that it is a bad practice; that it is wrapping up too much money in futures that are many times very uncertain. Crops sometimes fall short of the amount advanced. I think grain dealers should make a combined effort to stop advancing money to grain growers."

E. L. McClurkin, Morning Sun, Ia.: "We find the practice of advancing money to our patrons is detrimental to our business. We think it drives away trade in the long run, and we would enter heartily into any arrangement to stop the practice."

Joan Gwynn, Yorktown, Ia.: "I do not advance money on corn. It is a poor practice, especially when the weather and roads get bad, preventing the seller from delivering at a specified time when he has to meet a note. To advance money on grain simply enables the farmer to hold it so you cannot buy it. Then he will haul his grain elsewhere rather than meet you to be dunned. You are simply driving your trade away by accommodating him. I have shut square off on it, saying I am not running a bank. Farmers will not ask for loans if you will stop it. You can then trade easier and better with them and get the stuff when you should have it."

J. H. Curlin, Utica, Ill.: "Advancing money, instead of adding to my trade, has in many cases had the opposite effect. I am heartily in accord in any movement to do away entirely with this custom. I do not advance at present very much money, but to do business am obliged to treat my customers as they would be treated by my competitors."

D. H. Evans, Tracy, Minn.: "I have long since abandoned the practice of loaning money on grain stored in my elevator and find my present practice conducive to better feeling between me and my customers, and much more satisfactory from a business standpoint."

McElrath Bros., Merville, Ia.: "We have advanced money, but find it does not pay. We think it would be better for all concerned if the practice was stopped."

Munger & Co., Castana, Ia.: "We do not contract any grain or advance any money on grain, as we think it very bad practice. If grain goes up, they will not

bring it, and if it goes down, will bring more than they contracted and want you to pay the same for all of it."

Kansas Grain Co., Hutchinson, Kan.: "We have never made a practice of advancing money to farmers on grain to be delivered. We do not believe the practice of any material benefit to the farmer. In addition to taking the risk of losing our money, it tends to deprive us of the business, and leaves us on a worse footing in securing a reasonable share of the business than where we do not make advances."

Imboden Milling Co., Wichita, Kan.: "We do not advance money to farmers on grain. We have never made a practice of it, and scarcely ever have a request. We are not aware that this is a practice among Kansas millers to any considerable extent."

Dealer at Eddyville, Ia.: "I do not advance money and do not believe in it. It is no benefit to the business, as farmers think grain will be higher and will hold it."

J. M. Flint, manager Wellsville Grain & Lumber Co., Wellsville, Kan.: "I have long since discontinued the practice of advancing money to farmers, finding it detrimental to the business. It both drives away trade and costs money. We have learned that an honest man's word is good, and that it is not beneficial to us to give a dishonest man financial advantage."

J. R. Dague, Straight Creek, Kan.: "I have had some experience advancing money on grain; in fact, I find it hard to refuse to do so in some cases where it is asked, and do so against my better judgment. In some cases farmers who have grain to sell and who have always acted 'on the square,' after receiving money have to be watched. I can say I have never lost any money on these advancements, but have to watch some of them so closely and go to extra trouble in recovery of the money that I invariably lose the future dealings of the parties. I believe it would be a great benefit to the trade did all dealers combine and refuse to make advancements."

A. Burkholder, Canada, Kan.: "I will advance no man, as I have had to run after them and beg and urge them to bring in the grain, and then probably pay one cent per bushel more to get them to do it. 'Will pay on delivery' is my motto."

E. M. Yoder, Yoder, Kan.: "In my experience in buying grain for the past ten years, I find that in advancing money on grain you sooner or later come to grief. You not only lose your customers, but you also lose your money. If farmers have grain to sell, it is best for them to deliver and then get the cash. I never practiced advancing money to any great extent, and I think it best for all buyers to stop it altogether."

M. W. Lewis, Grainfield, Kan.: "I am disgusted with the practice of advancing money on grain. I know it drives trade to the other competitor. I have lost \$80 in that manner this season. The farmer got in and then hauled his grain to another town, so I got nothing. In numerous instances it has been the cause of parties being negligent and slow in getting threshing done and in delivering. I am going to quit the practice and let the other fellow give the money."

Townsend & Gibbens, Andale, Kan.: "We have been in business here the past eight years, and have always made a practice of advancing money to responsible farmers on grain in amounts from \$1 to \$20 or more, and have never lost a dollar. We think it has been an advantage to us in building up a trade that we can be proud of."

J. E. Duncan, Shannon, Kan.: "I have never indulged in the practice of advancing money to farmers on grain to any extent. I find where competition is strong it is detrimental, for the farmer, when he comes to settle, will imagine you are not paying enough for his grain just because you have a claim against him. If you advance money on grain bought to be delivered at a specified time or within a certain time, you will find the farmer, after he gets the money, very busy and not able to deliver the grain. Very often you will suffer a loss. I have bought and paid for grain to be delivered; but when the farmer was notified to begin delivery he was not ready, as he could not get help to haul the grain. This practice is poor business, as it is not necessary to advance money on a purchase to make it valid. Aside from the fact that you are taking away legitimate business from your local bank, you are at the same time allowing the farmer to become a speculator and often a loser. I would prefer, if I had money to advance on grain, to take the farmer's note, and thereby allow the farmer to pick out his own time to sell his grain; for quite a few farmers think you can tell all about the market, and, I am sorry to say, quite a few grain buyers imagine they can predict the market."

ASKED AND ANSWERED

WHAT ARE CHARGES FOR HANDLING AND STORING.

Grain Dealers Journal: Will you kindly advise me as to what customary elevator charges are for handling and storing grain in western grain states? I desire this information for purposes of comparison with charges made by elevator here.—Texas.

BOOKS RECEIVED.

ELEVENTH BIENNIAL REPORT of the Kansas State Board of Agriculture for the years 1897 and 1898 has been received. This book contains information upon the most profitable method of beef production, pork production, and the rearing of farm poultry; upon the mineral resources of the state, and a careful analysis of the state's agricultural statistics for the preceding twenty years, together with tables, statements, summaries and diagrams, showing the population, product, progress, assessed valuation of the state. This book contains 848 pages, 130 illustrations, is well bound in a cloth cover, and reflects great credit on F. D. Coburn, the secretary of the board.

PENCILINGS is the title of a little booklet recently received from the Joseph Dixon Crucible Company, Jersey City, N. J. This booklet is well illustrated and tells in a very interesting way the many good points of its popular pencils.

COUNTER-BALANCED ELEVATOR SEPARATOR.

A good separator is absolutely necessary to every shipper who desires to sell his grain at the top price of its quality. No matter how sound a sample of wheat may be, if it is intermixed with foreign seeds, oats, and other trash, it will be disposed of only at a discount. On arrival at the terminal the screenings are separated and sold; but the returns go not to the shipper, who has paid the freight. This fact is now so well recognized that few except scoop shovel loaders are guilty of shipping dirty grain.

The makers of the machine, the Barnard & Leas Mfg. Co., of Moline, Ill., claim to have secured very flattering results wherever introduced, and that their separator has come to be recognized as a most thorough and efficient cleaner where large capacity is required. The Consolidated Elevator Co., of Duluth, Minn., well known as one of the largest companies engaged in the business of handling and transferring grain, has placed its order with the Barnard & Leas Mfg. Co. for eighteen of the largest size of the machine. This company has already in use in its elevators fifty of these machines, some of which have been used for nearly



Barnard's Dustless Counter-Balanced Separator.

A glance at the separator shown in the engraving herewith makes plain its substantial construction, eminently practical arrangement and convenient operation. It is of the end-shake type, with moving parts counterbalanced, thus securing freedom from excessive vibration. On top is the fan which draws off the dust. From the fan shaft power is taken to countershaft and by slow belt to pulley below, thence by link belt to upper sprocket. The set of levers in front enable the operator to regulate the feed to a nicety; the traveling brush keeps the sieves from clogging; the handles operate the valves that control the wind separation; and the handle on one end of a slide extending across the wide separating trunk regulates the size of the opening where grain enters the trunk. The shaker is built in two parts, with the compensating shake motion. The sieves are adjustable so that they can be taken out and replaced by a different set when it is desired to clean a different kind of grain. Two sets of sieves are generally used by shippers for wheat; one with large and the other with medium-sized holes in the sieve. The fine-hole sieves will remove oats from spring wheat. Other sieves are made for barley and corn; oats being cleaned on the corn sieve.

fifteen years, and are still doing as good work as ever. The new ones are intended for increasing the cleaning capacity of the company's elevators.

Box cars with small side doors near the ends would be a great boon to the grain shipper. The doors should be about a foot square and be placed near the roof. The grain could then be spouted in, doing away with the severe labor of trimming. Also, the large middle doors could be closed and coopered before loading. The benefit to the railroad companies would be in having the load principally over the trucks, and in the greater dispatch with which the cars could be loaded.

So much grain is stored in private warehouses that the official visible supply statement is no longer a correct index. On January 1 the official report made it 26,893,000 bushels of wheat, while the Chicago Trade Bulletin reported 60,767,000 bushels. The official report may show an increase or decrease when the facts are quite the reverse. This condition arises from the fact that the official report includes only "public" elevators; and the discrepancy is becoming greater as the private elevators increase their holdings.

PATENTS GRANTED

Elmer E. Wolf, of Springfield, O., has been granted letters patent No. 618,157 on a gas engine.

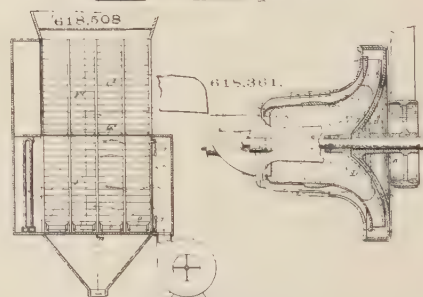
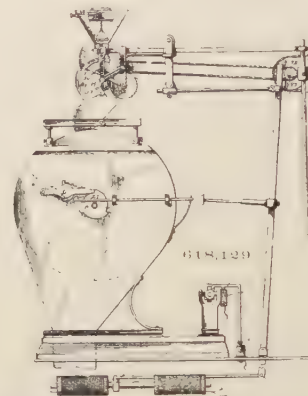
George Haiss, of New York, N. Y., has been granted letters patent No. 618,343 on an elevator and conveyor.

Frederick E. Hetherington, of Indianapolis, Ind., has been granted letters patent No. 618,095 on a drier.

Rudolph J. Behringer, of Chicago, Ill., has been granted letters patent No. 618,389 on a machine for cooling, scouring and cleaning malt or grain.

Charles E. Brening, of Springfield, O., has been granted letters patent No. 618,052 on a corn husking machine, and assigned same to the E. W. Ross Co., of same place.

Frank F. Landis, of Waynesborough, Pa., has been granted letters patent No. 618,361 (see cut) on a pneumatic elevator and conveyor. This comprises an outer bell shaped casing, with a hopper connected at its outer end, a discharging spout, a rotary casing therein, which encloses the fan blades and is formed with a substantially horizontal



cylindrical portion as its center. This horizontal cylinder forms a receiver into which the material is dropped, thus allowing it to gather rotary motion gradually before picked up by the fan blades and discharged.

John Outcalt and David De Ryster Acker Outcalt, of Spotswood, N. J., have been granted letters patent No. 618,129 (see cut) on an automatic weighing machine. This machine consists principally of a weighing receptacle, a compartment weighing wheel mounted in the receptacle. A feed mechanism arranged above the weighing receptacle, a hopper communicating at its lower end with a discharge opening, and a cut-off valve arranged to cover and uncover the discharge opening. This works automatically in conjunction with the compartment weighing wheel, so that when nearly the required amount of grain has been run in the receiving receptacle, it commences to cut off the

supply of grain to a dribble, until the required amount has been run in then the supply of grain stops. The receiving receptacle then dumps the grain, registers the amount and returns to position automatically.

George H. Hess, Jr., of La Grange, Ill., has been granted letters patent No. 618,508 (see cut) on an apparatus for drying and cooling grain. This machine consists of the combination with a suitable shell or housing, of a number of grain racks disposed therein and dividing its interior into a number of supply and exhaust chambers or passages disposed upon the opposite sides of the racks, respectively; bulkheads dividing the chambers or passages horizontally into separate compartments; means for causing a current of cool air to enter the supply chambers below the bulkheads and pass thence through the racks and into the exhaust chambers

TRANSMISSION OF POWER BY ROPE.

The manufacture and installation of Manila Rope Drives is one of the specialties of the Webster Mfg. Co., Chicago and New York. It offers to the trade the benefit of a large experience and exceptional facilities in this line. Its equipment of the latest and special machinery for this purpose is unexcelled.

That rope transmission is practical and economical is evidenced by its almost universal adoption during the past few years, especially for the transmission of large powers. The Webster Mfg. Co. in its system of transmission of power by rope use iron groove sheaves only. In the construction of these sheaves great care is used to make each groove exactly the same diameter as the other. In this way the same speed is

a positive power, instead of slipping, as often occurs on a belt pulley.

Another great advantage claimed for the rope drive is that it is compact, taking up much less space than belts. It can be run around corners and carried into almost any place or position, thus often effecting a large saving where gears would have to be used. It is perfectly noiseless, and also has this advantage; that it is not affected if the shaft is slightly out of line, but will adjust itself to uneven conditions of the shaft when they are not too pronounced.

The Webster Mfg. Co. have made a careful study of different transmission ropes and is confident that its "Hercules" brand is not surpassed by any other rope on the market for this purpose. It is manufactured especially for it in carload lots, and is made with three black strands running through its entire length.



Sheave Used in the New Armour Elevator D, Chicago.

upon the opposite sides; means for causing the same current of air to enter the supply chambers above the bulkheads and pass thence through the racks and into the exhaust chambers at the opposite sides, and a means for heating the air before entering the supply chambers above the bulkheads.

Cape Colony, South Africa, is considering a removal of the duty on wheat.

Christian Reedmiller, grain dealer and miller at Lancaster, Pa., died recently aged 61 years.

A company has been formed at Venice, Italy, with \$400,000 capital to construct grain elevators.

The big cargo of 266,550 bushels of corn carried from Chicago to Owen sound by the steamer Superior City is liable to be eclipsed next season by some of the new boats.

given to each individual rope, making all the ropes to run as one rope. It claims that there was probably nothing that compromised more the success of the rope drive in its beginning than the use of wooden wheels, which, owing to the unequal density of the wood, very soon wore the grooves into different diameters, which is fatal to the success of any rope drive where more than one strand of rope is used. When a rope is driven over several grooves of a wheel, each groove must be of the same diameter in order that each will run the same speed, else one very soon gains on the other, and the rope, which is subjected to an enormous strain, will soon wear out or break.

The advantages of rope drives are many. The drives are positive; the automatic tension carriage which goes with the rope takes up the slack, and as the strain is put on the rope the tension pulls it more and more taut, giving

It has recently equipped with its machinery the new Armour Elevator "D," Chicago. The illustration given herewith shows a large sheave, 12 feet in diameter, on a 12-inch shaft, for the main drive of this elevator, with a transmission of 2,000 horse power. It has also just completed rope drives for the new Union Elevator at East St. Louis, with a capacity of 1,000,000 bushels, and the drive for new plant of the Osceola Cotton Oil Co., at Osceola, Ark.

To thoroughly mix grain, run several streams together. The common impression that thorough mixing can be done by running the grain over two or three times is erroneous.

Russian speltz seed was tried last year by a farmer of Brookings county, South Dakota, with good results. It grows like wheat and is ground for stock feed. The yield is 40 bushels of 50-pound grain per acre.

BEARINGS.

The life of a machine depends largely upon the care given to it. The workman in charge of necessity keeps the visible parts neat and clean, but often the unseen parts—the bearings, for instance—are neglected. Consequently bearings are particularly important, not only in the maintaining of a clean and neat looking plant, but also in the saving of lubricators and in the saving of wear upon the line-shafting.

The methods of oil bearings patented and manufactured by the Dodge Manufacturing Company, of Mishawaka, Ind., are particularly designed to meet and maintain all of the above advantages. This company manufactures three styles of bearings, as illustrated herewith, respectively the capillary, the chain oiling, and the ring oiling.

The capillary bearing, after passing through a series of severe tests continued through several years of practical application to all classes of work, has been given the hearty approval of all mechanical men who have tested or inspected it. It has been proven a most efficient, cleanly, convenient and simple bearing. The oiler proper is made of hard wood, with light transverse soft kerfs cut alternately from either side, which, when the block is compressed in the under, form a series of vertical triangular slots which act as surfaces for the action of capillary traction.

The capillary bearing has no running parts to stop or get out of order, and

the bearing, thence back to the oil reservoir for re-use. The reservoirs are large and thus hold a supply of oil sufficient for a long continuous run.

The system of lubricating by ring oiling bearings is effected by means of tempered steel rings which are bent to



Chain, Capillary and Ring Bearings.

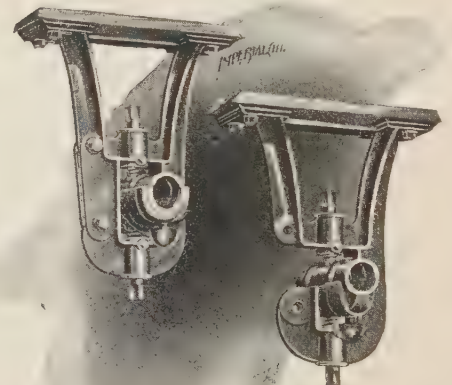
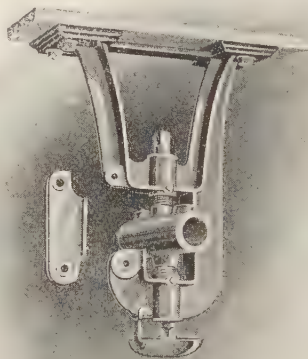
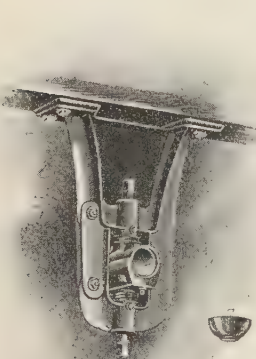
UNIFORM GRADING OF GRAIN.

(A paper by E. D. Morgan, Coffeyville, read before the Kansas Grain Dealers' Association.)

The uniform grading of grain is certainly a very important subject and should receive the attention, as well as the careful consideration of every grain shipper and receiver. At present the rules for grading grain in different states differ very widely. The average dealers in many other states are not familiar with the rules for grading grain in Kansas. Neither are the average dealers in Kansas familiar with the grades in many other states.

I will take, for illustration, the rules governing the grading of grain in the states of Kansas and Missouri as most Kansas dealers are familiar with the rules for grading in both these states. No doubt most Kansas dealers have had some experience with Missouri grades. We find that the rule for grading No. 2 hard wheat in Kansas requires a test weight of only 58 lbs. per bushel; the rule of Missouri 59 lbs. per bushel. Kansas requires 55 lbs. for No. 3 hard, while Missouri requires 56 lbs. for No. 3 hard. There are other differences of which you all know. You also know that the rules for grading grain are not identical nor alike in any two states of the Union.

This is a day and age of progress. Many dealers, who have since starting in business, confined their deals to their own state, are now beginning to reach out to other states, and even cross waters to other countries. In seeking this new trade, about the first letter you receive from your prospective customer will be, "We know nothing about your way of grading grain. Send us samples of what you have to offer." Every grain man knows that ordinarily, life is too short to send samples. By the time a sample could reach a man in New York, Chicago or other dis-



Hangers equipped with modern bearings.

as the oiler will not clog or carry dirt or foreign substances, the shaft is continually supplied with a constant flow of pure oil which continues the same at any speed under any strain and at any temperature. These bearings have been known to run eight months (with one filling of oil on a 2-15-16 inch shaft operating at 150 R. P. M. twenty-four hours per day.

The chain oil bearing is one of the most satisfactory bearings. The oil chamber is so constructed that the presence of sand, grit, etc., is entirely obviated. The chain does not come in contact with the bottom of the reservoir at any point; the oil is drawn vertically to the top of the shaft and spreads through channels to all parts of

circles larger than the diameter of their shaft, to allow their lower portion to run constantly in oil. As the shafts revolve the rings revolve on them and carry up to the journals sufficient oil for thorough lubrication. Any surplus oil is removed by scrapers or wipers at each end of the bearings and then dropped back into the oil receptacle. It will be seen by the above engraving that these three bearings are all designed upon mechanical lines and are well worthy the attention of every power user.

The grain in the Air Line elevator at Chicago, which was destroyed by fire August 20, is still burning.

tant points, the average up-to-date grain man will have sold on official inspection what he had to offer, shipped it out, and bought more. He will in most cases sell subject to inspection where he is familiar with rules for grading. If the rules for inspection were uniform over all the United States, the request for samples would not be necessary. The average dealer would then feel safe in buying or selling on any market in the United States.

If a dealer in a Kansas town, where there was official inspection, would sell a car of wheat to a Kansas City, Mo., dealer on Missouri inspection, the shipper could have his car of wheat inspected at point of origin, as a check on the inspector at Kansas City, Mo. The Kansas City dealer could sell to a man in Illinois, and the man in Illinois sell to a man in Tennessee, and so continue so long as the grain changes hands. Should the inspection at any point not agree with others it

can be submitted to an arbitration board, who will take into consideration all other inspections as shown by official certificates following the shipment, and unless it is apparent that the grain has been damaged in transit, the grade of the majority should be sustained.

I think it not out of place to say, that although we might secure uniform rules for grading grain there would be great difficulty in securing anything like uniform grading unless, we have men of experience and judgment, with wills and minds of their own, who will grade a car of grain what they think it should grade regardless of any, and all influences that might be brought to bear, to the contrary.

Now for a way to secure uniform grades of grain. In my opinion it can be accomplished only by the appointment of a committee or representative of every grain dealers' association from every state in the Union. All these should meet at some central point, hold a joint conference, agree on and frame a set of uniform rules for grading of grain, which may then be referred and recommended to officials, whose business it is to make these rules and enforce them in different states. Conceding that we all favor uniform rules for grading grain, we should not drop the matter, but take some action on it here at this meeting.

SUITS AND DECISIONS

Suit for an accounting has been brought by R. P. Wood against Eckhart Koehler, his partner, in the firm of Koehler & Co., grain dealers at Normal, Ill.

The right of a brokerage firm to close out a deal in which their customer has failed to pay margins, by selling the wheat on the open board, has been affirmed by the Minnesota supreme court, in the case of the Van Dusen-Harrington Company.

The suit against the Baltimore Elevator Company, of Baltimore, Md., to recover taxes amounting to \$7,000 on the capital stock, for 1894, 1895 and 1896, has been decided in its favor by the superior court. Defendant's demurrer was sustained and final judgment entered.

Horace E. Kinney, of the Indianapolis Board of Trade, is defendant in a suit to recover on 2,000 bushels of wheat sold in 1897 for the Lawrenceburg Roller Mills Company. Mr. Kinney claims that the wheat was not bought by him, but by the Horace E. Kinney Co. as a corporation.

M. P. Stein & Co., of Stockton, Cal., are defendants in a suit to recover \$584, the difference between the price which it is alleged their agent had agreed to pay for 4,000 sacks of wheat and the price at which it had to be sold after the refusal of Stein & Co. to accept delivery. The latter claim the buyer was not their agent.

Block, Dean & Co., of St. Louis, purchased of Gregg Bros., of St. Joseph, Mo., 3,700 bushels of corn to grade No. 3 or better, to be shipped in November or December. The market having advanced, Gregg Bros. bought No. 3 corn in St. Louis and tendered it to the buyers, who refused to accept, claiming it did not fulfill the terms of the contract. The arbitration committee decided in favor of Block, Dean & Co.

Suit has been brought against S. W. Slayden & Co., bankers, of Waco, Tex., by the National Bank of Commerce, Kansas City, for \$5,374, the amount of a draft which was attached to bill of lading for collection on delivery. Slayden & Co. delivered the bill of lading,

but did not collect the draft. The merchandise consisted of corn and chop shipped by Davidson & Co., of Kansas City, to Guinan, Lastinger & Co., of Waco. Defendant claims the corn was in bad condition.

A party took a mortgage on crops to secure advances, and afterwards made further advances, under an agreement that the crops should be given to him and first applied to the unsecured account. A running account was kept, showing the debits and credits. The court held that when payments from the crops equaled the amount secured by the mortgage lien, it was yet subject to a lien for the other advances. *Miller vs. Wamble* (North Carolina), 29 Southeastern Reporter 102.

In the suit of the Vega Steamship Company against the Consolidated Elevator Company at Duluth, Minn., to recover for shortage, the state supreme court has ruled that elevator weights are not conclusive. The court holds that it is unconstitutional for the legislature to make such weighing conclusive, and where there is evidence that a substantial mistake has been made in weighing the vessel may recover. The same ruling was made February 2 in the suit by the owner of the steamer Frontenac against the Great Northern Elevator for a shortage of 1,500 bushels in a cargo loaded in 1890.

Where one makes an offer by telegraph he thereby makes the telegraph company his agent for its transmission, and if it is altered in the transmission he is bound by it as transmitted. This rule was upheld in an opinion by Judge Smith in the case of *Haubelt Bros. vs. Rea & Page Mill Company*. The mill company sent an offer to Haubelt Bros. by wire to sell them a certain brand of flour at \$3.95 a barrel. The telegraph operator made a mistake and the message read \$3.25 a barrel. Haubelt ordered a good supply at that figure, and the suit followed, when the mistake was found out, and the mill refused to fill the order.

William D. Garvin, grain dealer, of Boyce, Va., has won his suit against Bryarly & Carper for breach of contract in failing to deliver wheat. In August, 1897, Bryarly and Carper contracted to sell Garvin 500 bushels of No. 2 red wheat, to be delivered that month, at 79½ cents per bushel. On August 12 they delivered to Garvin three loads of wheat, who rejected part of it, claiming that it was damp and would not grade No. 2 red. Afterward, during the same month, the same wheat was sold in Winchester and Berryville as No. 2 red, and so graded in Baltimore. In the meantime wheat had advanced 14 cents per bushel above what Garvin contracted to pay for it, and Bryarly and Carper received the benefit of this advance. The plaintiff then instituted proceedings in the County Court to recover from the defendants the difference between the price which the wheat was contracted to be delivered to him and the price the wheat was sold at, amounting to about \$70. The plaintiff claimed that the contract for the delivery of the wheat was an entire contract, and that the defendants failing to deliver the wheat when it did grade No. 2 red was a breach thereof, and he was entitled to the difference in the price. The jury sustained his claim and brought in a verdict for \$71.

THE SUPPLY TRADE

The Southwestern Mill Supply Co., of Fort Worth, Tex., has been incorporated, with a capital stock of \$10,000, by A. T. Baker, C. T. Hodge and B. J. Carrico.

The Hess Warming and Ventilating Co. has recently sold a large grain drier to the Consolidated Elevator Co., of Duluth, and one to Woodworth & Co., of Minneapolis. It is also under contract to dry gunpowder for the Marine Powder Co., of Zenia, Ohio.

The Jeffrey Manufacturing Company, of Columbus, O., which has recently taken up the manufacture of standard buckets and spiral conveyors, reports a very hattering trade. Its facilities are such as enables it to supply high grade material at prices which secure for it a large trade for this class of machinery. Anyone requiring material in this line will do well to secure the Jeffrey Company's latest catalogue and prices, which will be cheerfully sent upon application.

The following calendars for 1899 have been recently received: One from Daniel McCaffrey's Sons, receivers and shippers, Pittsburg, Pa., which contains a picture of Pittsburg in the background, while in the foreground is shown the Allegheny river, suspension bridge, docks, and two train loads of hay for the above firm. Picker & Beasley, commission merchants, St. Louis, Mo., calendar has attached five grain tables. The Carl Anderson Co.'s bears a very pretty winter scene. Fred E. Close & Co.'s, grain, wool and beans, Byron, Mich., shows a picture of a little girl giving some kittens a morning bath.

The United States Scale Co., of Terre Haute, Ind., is equipping its wagon, railroad track, hopper and dormant scales with Austin's improved weigh beams. These beams have no loose weights, the old style counterpoise is dispensed with altogether, but have in their place slides on the main beam, which, when not in use, rest on a slope that keeps them close together and preserves the balance of the beam when jarred by passing loads. Each of the slides on the main beam count 2,000 pounds, when moved to the right against the collar. This beam has no equal for rapid work and is much liked by grain buyers.

The twenty-third annual report of W. L. Barnum, secretary of the Millers' National Insurance Company of Chicago, shows the company's cash assets, Jan. 1, to be \$688,101.50, and the aggregate amount of admitted assets to be \$2,518,653.15. The total liabilities are \$235,007.01, which includes losses not due and unadjusted, \$32,271.86; reinsurance reserve, \$93,009.57; guarantee deposit, \$108,642.21, and all other claims against the company, \$1,083.37. There were no losses adjusted and due. The surplus over all liabilities amounted to \$2,283,646.14, which includes the net cash surplus of \$453,094.49 and the deposit notes subject to assessment, \$1,830,551.65. The losses incurred during the year of 1898 were \$172,525.69, and the losses paid since the organization of the company amounted to \$2,694,160.14. The average cost of insurance in the Millers' National for twenty-three years has been about one-half the basis rate. In no year has it cost more than 70 per cent.

and in some years as low as 30 per cent, depending on the amount of losses sustained.

The Steel Storage and Elevator Construction Co. writes: "We are very glad to report that since the beginning of this year we have taken several contracts for steel storage tanks and the pneumatic conveying system. We firmly believe that this style of storage and conveying, are systems which have come to stay and are being more and more favorably endorsed by every one. For the National Starch Mfg. Co., of New York City, we will erect four steel tanks for the storing of grain, with a capacity of 50,000 bushels each, same to be built at Glen Cove, L. I. In connection therewith we will install the pneumatic conveying system for the unloading of boats, delivering the grain either directly to the tanks or to the steep house at the rate of 1,500 bushels per hour. When this plant is completed, it will be the first pneumatic plant for the unloading of boats in that section, and from our past experience we know it will work successfully. We will also build in connection with the above a steel handling house, which will contain the necessary cleaners, scales, etc., with the pneumatic machinery. The entire plant will be driven by electricity. We have also closed with Hardesty Bros., of Columbus, O., for a pneumatic mill storage plant. The tank will have a capacity of 45,000 bushels and the pneumatic conveying system will have a handling capacity of 400 bushels per hour. For the R. D. Johnston Milling Co., of Cumberland, Md., we will build a pneumatic mill storage plant, with one tank of 50,000 bushels capacity, and pneumatic conveying system with handling capacity of 500 bushels per hour. We have also closed with James Walsch Co., of Cincinnati, Ohio, for a pneumatic storage plant to be built at Lawrenceburg, Ind., and used in connection with their distillery at that point. It will consist of four tanks, having a capacity of 50,000 bushels, and a pneumatic conveying system with a handling capacity of 700 bushels per hour. In nearly every case where we build tanks, we receive contract for the installation of the pneumatic conveying system. We feel that we cannot emphasize the fact too strongly that the merits of this style of conveyor receives favorable consideration everywhere, and we believe that within a very short time it will be used universally.

Railroads have given liberal orders to builders of box cars. The Cleveland, Cincinnati, Chicago & St. Louis railroad has ordered 2,000 box cars of the Pullman Company. The Union Pacific has ordered 1,000 steel cars of the Pressed Steel Car Company. The Chicago, St. Paul, Minneapolis & Omaha railroad has placed a contract with the Pullman Company for 500 box cars for April delivery. An order for 1,600 box cars has been given out by the Chicago, Burlington & Quincy railroad. The Denver & Rio Grande railway has awarded the Ohio Falls Car Company the contract for 500 box cars with a rabbeted grain door. The Chesapeake & Ohio has placed its order for 800 box cars of 80,000 pounds' capacity with the Pullman Company, to be delivered in May.

TRANSPORTATION

The Bessemer Steamship Co. has asked bids for building a very large steamer and two barges for the lake trade.

The National Association Manufacturers has taken up in earnest the national uniform classification of freight.

An appropriation of \$300,000 for dredging the Duluth-Superior harbor is recommended by the government engineer.

Steamboat traffic between St. Louis and New Orleans promises to be very good the coming season. Some new boats are to be built.

The report that grain differentials to the Atlantic coast were to be changed is branded as false by the Interstate Commerce Commission.

The American Steamship Company has been formed by Senator James McMillan and others, of Detroit, to build a very large freight steamer.

Minimum carload weights have been increased by the official classification. The sixth class, which includes grain, will be 30,000 pounds after February 1.

Shipments by rail from Buffalo elevators show a large increase in 1898 as compared with the previous year. In 1898 the total of all grain was 178,500,000 bushels.

Chartering of vessels at Duluth for May shipment is proceeding slowly; and it is estimated that contracts already made will not much exceed 2,000,000 bushels.

At Sandusky, O., recently there were on track 525 cars of grain brought from points in Indiana and Illinois by the Lake Erie & Western, and delayed by the Lake Shore railroad for lack of facilities.

If the ship subsidy bill is enacted into law, the Norfolk & Western railroad will build 10 or 15 steamships of 4,000 gross tons each to ply between Norfolk and the Argentine Republic, Uruguay and Brazil.

It is reported that new standard car loads have been made by the New York Produce Exchange for January, February and March. Wheat will be rated at 800 bushels instead of 925 and rye at 900 instead of 975 bushels.

The Grand Trunk has been negotiating with the government with a view to establishing a grain route between Georgian Bay and Lake Ontario via Collingwood and Toronto. A railroad connecting the two points is planned.

At its annual meeting the Chicago Board of Trade urged Congress to make an adequate appropriation for the improvement of the Chicago River, in order that the same may be made navigable for the largest modern lake vessels when fully loaded, with a depth of not less than twenty-one feet.

Eastern lines have authorized a reduction in the carrying charges on corn originating west of the Missouri river and destined to the eastern seaboard. The rate, which a few weeks ago was fixed at 15 cents, it is said is to be 13½ cents to New York and 12½ cents to Philadelphia, effective February 1.

Freight rates are holding firm throughout the Trunk line and Central territory. One Chicago shipper, who shipped 500,000 bushels of grain lately, has had to pay tariff rates to the seaboard for the first time in five years. It

is said the Pennsylvania Company has made a contract for moving 1,000,000 bushels of corn from the Mississippi river to Philadelphia and Baltimore at full tariff rates.

ILLINOIS.

An elevator is to be built at Haldane, Ill., with Fred Plate in charge.

J. Lamereaux and others of Thawville, Ill., intend building an elevator.

John J. Hyland has been elected traffic manager of the Chicago freight bureau.

Chicago has some samplers who can not be depended upon to take correct samples.

H. C. Hall has opened his grain office at Sibley, Ill., with J. L. Hayden as manager.

P. G. Mahan has purchased the grain and lumber business of Duncan Bros., at Palmyra, Ill.

Addis & Hammond, of Victoria, Ill., have put in a sheller of 600 bushels capacity per hour.

Phelps & Co. have taken possession of the elevator at Danville, Ill. C. W. Beckett is in charge.

John Hill, Jr., of the Chicago Board of Trade, is gathering evidence against "put" and "call" traders.

Miss Lenore Lindblom has withdrawn her application to become a member of the Chicago Board of Trade.

H. Straun, of Edwards county, has been appointed registrar of the Illinois grain inspection department.

A. K. Wick is installing a gasoline engine in his elevator at Round Grove, Ill., in place of the horse power.

Work on J. S. McDonald's new elevator at Green Valley, Ill., is progressing slowly on account of bad weather.

The Farmers' Elevator Co. propose to build an elevator at Leonard station on the T. P. & W., near Gilman, Ill.

A. M. Means has purchased the interest of J. R. William in the grain business of O. A. Means & Co., at Anchor, Ill.

The new elevator at Malta, Ill., is nearly completed. A 4-horse power gasoline engine will drive the machinery.

G. W. Maddin of Onarga, Ill., will build an addition to his elevator, thereby increasing the capacity to over 100,000 bushels.

Morris Bros. & Hoyt, proprietors of the mill at Elburn, Ill., have completed a new warehouse, with a capacity of 16,000 bushels.

The directors of the Chicago Board of Trade will be asked to inaugurate a "call" in rye, perhaps in connection with a call in flaxseed.

The Chicago Board of Trade has engaged George Broomhall as British correspondent at London, in place of John Jones of Liverpool.

The Galva Grain Elevator Co. has been incorporated at Galva, Ill., with \$10,000 capital stock, by S. P. Johnson, John Miller and G. W. Patton.

Over a million bushels of oats afloat in Chicago harbor do not figure in the visible supply reports, nor in the estimate of stocks in private houses.

The Chicago Board of Trade would advance the interests of every grain dealer doing business in the Chicago market by appointing an official grain sampler.

The Eastern Illinois & Missouri Railroad Co. has been incorporated to build a branch of the Chicago & Eastern Illinois Railroad in Alexander and Williamson counties.

The Hoopeston Grain & Coal Co.'s elevator at Hoopeston, Ill., was burned Feb. 8. About 15,000 bushels of corn and oats and two horses were consumed. Loss, \$25,000; insured.

The Central States Grain Co. has been incorporated at Chicago to do a commission business. Capital stock, \$15,000; incorporators, Martin A. Mayo, J. H. Godman and C. L. Beaughey.

Owing to the car shortage a dealer at Williamsburg, Ill., who had contracted to buy 50,000 bushels of corn, was unable to move more than 9,000 bushels, and consequently suffered heavy loss.

Farmers near Normantown, Ill., want to go into the grain business. If not successful in their negotiation with Marsh & Wood, the owners of the present elevator at Normantown, they propose to build.

Many Illinois farmers will buy seed corn this year and the grain dealers should make an effort to supply good seed. The corn of the last crop is very soft, and it is feared that if planted it would not grow.

The report that D. D. Fouts had bought the elevator of Joseph Ulrey at La Place, Ill., is not true. Mr. Fouts will be business manager of the elevator for a short time, and Mr. Ulrey still has the elevator for sale.

The transfer elevator at Champaign, Ill., owned by the Middle Division Elevator Co., of Chicago, is to be remodeled for a local business. Edward Jennings, general agent of the company, is superintending the changes.

J. T. Davidson and J. C. Collins have had plans drawn for a 12,000-bushel elevator to be built at Champaign, Ill. The storage room will be 30x30x30 feet. Mr. Davidson, who has had long experience, will manage the business.

The La Rose Grain Co., of La Rose, Ill., will paint its entire plant, consisting of three elevators, coal sheds, lumber sheds, etc., this coming spring. The company's elevator capacity at La Rose is now 135,000 bushels.

The Wheatland Elevator Co., has been incorporated at Normantown, Ill., to build an elevator and do a grain business. Capital stock, \$12,000; incorporators, Thomas Stewart, Jr., George W. Schmidt and James Clow.

The committee of the Chicago Board of Trade appointed to consider the advisability of the Board's appointing one official grain sampler will meet today. It is not likely that any action will be taken in the matter for several weeks, and may not be then.

The residence of W. O. Mumford, of the firm W. R. Mumford & Co., grain receivers at Chicago, was burned on the night of February 8, during the absence of Mr. and Mrs. Mumford. No water was to be had from the frozen fire plugs. Loss on building, \$3,500, on contents, \$4,500.

Dealers who ship to Chicago can materially advance their business interests by requesting their correspondents in Chicago to work to secure the appointment of an official sampler, who shall be responsible for the work of his department. This would insure more reliable work by the samplers and reduce the cost of the service.

Grain receipts at Chicago last month were the largest in any January during the last five years. The total number of cars received was 29,586. In January, 1898, the number was 18,712; in 1897, 13,910, and in 1896, 22,107 cars. The Burlington brought in last month 6,038 cars, or more than one-fifth of the whole receipts. The Illinois Central brought in 4,095 cars, against 1,424 cars in the same month last year.

The flaxseed committee of the Chicago Board of Trade has recommended a change in grading. That the No. 1 northwestern seed hereafter include seed with 12 per cent of damaged seed, instead of only 8 per cent, as at present; and that No. 1 flaxseed shall include seed carrying 25 per cent of inferior seed rather than only 20 per cent as at present. The committee recommends that burnt and smoky seed be given a classification of its own and be not included in the "no grade."

Put and call trading at Chicago was stopped January 24. At the close of the market the secretary of the Open Board which for years has been the headquarters of privilege traders, announced that hereafter there will be no trading in puts and calls on its floor. All the commission firms represented on the regular board, except Barrett, Farnum & Co., have refused to receive orders for privileges. The present activity of the wheat market is attributed largely to the removal of the put and call incubus and few doubt that the trade would be benefited by the abolition of trading in puts and calls.

The Pratt-Baxter Grain Co. is one of the many successful grain firms of Illinois. Established in 1870 by S. S. Sprague & Co., the business was incorporated in 1891 as the Pratt-Baxter Grain Co. The present officers are Theo. P. Baxter, president and treasurer; D. E. Swim, vice-president, and Charles P. Baxter, secretary. The five elevators of the company have a capacity of 275,000 bushels. At Stonington, D. E. Swim is in charge, at Willey, Charles Hall, at Taylorville, N. A. Floyd, at Clarksdale, J. E. Larkin, and at Raymond, J. A. Bradley. The company does a business of \$250,000 annually, handles 1,000,000 bushels of grain, employs regularly eighteen men and at times thirty.

NEW ENGLAND.

Send us notices of contemplated improvements.

Charles H. Symmes is erecting a grain warehouse at Winchester, Mass.

Briggs & Co., of Taunton, Mass., will establish a branch grain and feed warehouse at Whittenton.

N. H. Arnold has retired from the grain firm of Sykes, Hodge & Arnold, at Athol, Mass., to engage in the insurance business.

C. D. Holbrook, of Palmer, Mass., is building a warehouse at Thorndike, where he will establish a branch grain business.

The elevator being erected at Boston, Mass., for the Fitchburg railroad is 260x84 feet, and 160 feet high. The capacity will be 240 cars in ten hours in unloading, 1,000,000 bushels in storage, and 48,000 bushels per hour in loading. Power will be furnished by a 1,000-h.p. cross compound engine, which, besides running the elevators, will drive two electric generators. Nine motors in the

galleries will operate the delivery belts, each of which runs at the rate of 700 feet per minute and have a capacity of 12,000 bushels an hour.

NEW YORK.

The official weighmaster's fee at Buffalo is 12 cents per 1,000 bushels.

Send us notices of contemplated improvements, new elevators and changes.

Junius S. Smith has been reappointed official weighmaster of the Buffalo Merchants' Exchange for 1899.

C. F. Rockwell & Co., grain commission merchants, of Buffalo, N. Y., who failed, will be succeeded by Rockwell & Co.

The Fisher Malting Company has been incorporated with \$100,000 capital by Jacob P. Fisher and others, of Buffalo, N. Y.

C. F. Rockwell & Co., formerly dealers in grain and mill products at 43 Board of Trade, Buffalo, N. Y., have scheduled liabilities of \$17,000 and no assets.

The Whitney Elevator & Warehouse Co., of Rochester, N. Y., has elected the following directors: James W. Whitney, Charles H. Gibson, H. Roy Gilbert and H. N. Howard.

David Dows, Jr., of New York, died recently. Formerly he was in the grain trade at Duluth, Minn., and at the time of his death was vice-president of the Consolidated Elevator Company, of Duluth.

The late George Q. Moon, grain dealer at Buffalo, N. Y., has been succeeded by a newly incorporated company, The Geo. Q. Moon & Co., with offices at Buffalo and Binghamton. F. E. Shepherd is manager of the Buffalo office.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published at Canajoharie, N. Y., every Friday, for two dollars, the price of the latter alone. Both are invaluable to the trades they represent. Try them.

John D. Shanahan, who has been chief grain inspector at Buffalo, N. Y., since January 1, was twelve years in the employ of the Buffalo Grain Inspection Department. During the winter the Buffalo Grain Inspection Department employs six inspectors, and during the season of navigation eight. Unless desired by shippers or eastern buyers the Department inspects only the grain handled on the Buffalo market.

Senator Foley recently introduced a bill similar to that of Senator Grady of last year, appropriating \$500,000 for the erection of three floating grain elevators in New York harbor and three in Buffalo harbor. Another bill introduced by Senator Foley provides that no person or corporation shall collect more than 50 cents per 1,000 bushels for the use of a steam shovel in handling grain, nor more than ½ cent a bushel for elevating grain.

Buffalo received during 1898 by lake 83,700,000 bushels of wheat, 68,200,000 bushels of corn, 46,100,000 bushels of oats, 6,800,000 bushels of rye, 11,800,000 bushels of barley and 5,750,000 bushels of flaxseed, a total of 222,350,000 bushels. The bills of lading of shipments weighed by the Merchant's Exchange weighmaster during the year called for 125,953,595 bushels, on which the differ-

ences were found to average 15 pounds of wheat per 1,000 bushels, being 72,713 bushels short and 40,346 bushels over.

The Exchange Elevator Co., of Buffalo, N. Y., has elected the following directors: C. A. Bloomer, George Sandrock, Charles J. Worth, P. G. Cook, H. L. Schafer, Otto Milo, James Kam, E. F. Hingston and Charles B. Armstrong.

MARYLAND.

Farmers in Maryland find their corn remarkably dry this season.

James R. Clark, of Thomas S. Clark & Sons, grain dealers, of Baltimore, Md., has recently been visiting the west-ern trade.

T. Poindexter Loney, grain dealer of Baltimore and a member of the Chamber of Commerce, has applied for a divorce from his wife.

The new officers of the Baltimore Chamber of Commerce are: President, J. Hume Smith; vice-president, Charles C. Macgill; secretary, William F. Wheatley; treasurer, L. Z. Doll. Executive committee, E. Clay Timanus, George Frame, R. H. Diggs, W. T. W. McCay and Frederick Megenhardt.

James P. Clark, for many years foreman of the Baltimore & Ohio elevators at Baltimore, Md., died Jan. 5 at Wau-paca, Wis., aged 69 years. Leaving Scotland, his native land, he went to Chicago and engaged in the grain business, until 1871, when he took charge of Elevator A at Baltimore. He leaves a widow, one son and two married daughters.

KANSAS.

Are you going to make some changes? Tell us all about it.

Garver & Dice have started in the grain business at Valley Center, Kan.

Moses Bros., of Great Bend, Kan., are arranging to rebuild their elevator which was burned.

Bucket-shops will be illegal in Kansas if house bill No. 1, introduced by Benefiel, becomes a law.

B. F. Loyd, dealer in grain and live stock at Banner City, Kan., died of pneumonia, aged 54 years.

A bill appropriating \$200,000 for a corn exhibit at the Paris Exposition has been introduced in the Kansas legislature.

J. W. Melvin's elevator at Chetopa, Kan., was burned recently, together with 1,400 bushels of wheat. Loss, \$2,700; insurance, \$1,100.

By request of the Kansas Grain Dealers' Association a bill was introduced in the legislature January 24 to abolish the positions of state grain weighmasters.

At the last meeting of the directors of the Kansas Grain Dealers' Association, Secretary Smiley suggested that a meeting of grain dealers of neighboring states be held next June in Kansas City.

The story that went the rounds of the press about the strong rivalry between Larned & La Crosse, Kan., in attracting farmers' grain, is without foundation in fact. There were no free dinners, no theater tickets, no free hotel accommodations, etc.

Hay dealers who handle grain and grain dealers who handle hay can have both the Hay Trade Journal and the Grain Dealers Journal for \$2, the price of the former alone, if subscribed for at

the same time. The Hay Trade Journal is issued every Friday. Don't miss this opportunity.

A. E. McKenzie, the new chief state grain inspector of Kansas, is said to be a good man for the position. His seven years' experience as private inspector for the large Rex mill at Kansas City has given him a knowledge of grain, and it is believed he will manage the department on business principles.

SOUTHEAST.

Farmers in the vicinity of Athens, Ala., will sow a larger acreage than ever before, of oats, in place of cotton.

H. K. Bryson has purchased ground at Fayetteville, Tenn., on which to erect a warehouse, 75x225 feet, for grain and cotton.

W. Scott Kennedy's elevator at Charles Town, W. Va., was burned at midnight, January 29. A quantity of wheat, corn, oats and feed was destroyed. The fire, which was discovered by the crew of a passing freight train, is believed to be of incendiary origin. Loss, \$18,000, partly insured.

MISSOURI.

The Farmers' Elevator at Jefferson City, Mo., has been finished.

Owing to the decline of St. Louis as a grain market the Merchants' Exchange has suspended the grain call.

B. F. Paxton, formerly of Paxton & Logan, Kansas City, Mo., has established the Paxton Commission Co.

The Weare Commission Co., of Chicago, has established a branch office at Kansas City, Mo., with Grant W. Kenney in charge.

Corwin H. Spencer, of the Spencer Grain & Elevator Co., St. Louis, Mo., has been elected president of the Southern Street Railway.

John Sellon, formerly with the G. I. Kimball Grain Co., Kansas City, Mo., has engaged in business on his own account as John Sellon & Co.

The Freeman Grain Co. has been formed by Mr. Freeman, who has been secretary of the E. O. Moffatt Commission Co., Kansas City, Mo.

A syndicate, headed by W. W. Culver, chief grain inspector for Kansas, expects to erect a large grain elevator in Kansas City at an early date.

Kansas City, Mo., has become almost exclusively a hard wheat market. Soft wheat seldom comes on the market, less than 10 per cent of the receipts being soft wheat.

A. J. Wageman, a member of the St. Louis Merchants' Exchange, is short \$30,000 in his accounts as clerk of the criminal court, as the result of dallying with bucket shops.

The elevator of the Farmers' Elevator Co., at St. Louis, Mo., which is in the hands of a receiver, will be operated as a seed and mixing house by G. W. Hill in connection with Schultz & Niemeyer.

When the cases against the grain men of Kansas City who had been arrested for keeping bucket shops came to trial they were dismissed by the city attorney, who excused himself, saying he had made a mistake.

Henry W. Sebastian has been appointed receiver of the Farmers' Elevator Co., of St. Louis, Mo. The company has a floating debt of \$71,000, has not met the interest on bonds, and has not

paid the salaries of employees for December and January.

William K. Hewitt, who has for many years represented B. C. Christopher & Co. on the Kansas City Board of Trade, died recently, aged 42 years.

OHIO.

Let us near from you.

The Churchill Co., of Toledo, will build an elevator at Dowling, O., to be in charge of J. C. Hayes.

The loss on the burned Union Elevator at Toledo, O., has been settled by some of the 60 interested insurance companies.

The American Cereal Co., of Cleveland, O., is the principal member of a proposed trust, to be capitalized at \$33,000,000.

Thomas J. Cogan has been appointed receiver of W. P. Odell & Co., grain brokers, of Cincinnati, O., who failed during the upturn in wheat.

The Inter-State Grain Storage Company, of Toledo, O., has elected Alphonse Mennel president, Isaac Harter vice-president, W. F. Day secretary and treasurer.

F. E. Groodt, formerly in charge of Bartlett, Frazier & Co.'s elevator at Joliet, Ill., is now superintendent of the Cleveland, Ohio elevator operated by the Cleveland Grain Co.

Matthew Wolf, grain dealer and influential citizen of De Graff, O., it is alleged, stabbed Andrew J. Rausenberger, his partner, in an argument over the settlement of a business deal.

A. E. Cornell & Co., of Sidney O., who have been loading grain direct into cars, are building a three-story warehouse, 30x32 feet, on their farm, with a view to establishing a grain business.

Baldwin & Elliott, of West Liberty, O., write us that the Sansom Commission Co., of the Union Stock Yards, Chicago, is sending out a small pocket tablet telling farmers to ship their own grain to H. H. Carr & Co.

The Ohio state crop report, compiled by W. W. Miller, secretary, shows no material change since December 1. The condition of wheat is 100 per cent; winter barley, 98 per cent; rye, 97 per cent; corn in crib, condition, 93 per cent.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published at Canajoharie, N. Y., every Friday in the year, for two (\$2) dollars. Both are invaluable to the trades they represent. Try them.

The elevator of the Cleveland Grain Co., at Cleveland, O., has a storage capacity of 500,000 bushels and a handling capacity of 80 cars a day. C. G. Watkins is president, D. E. Town, secretary and A. W. Clark, treasurer of the company, which has its offices at 305 Telephone building.

The Iron Elevator at Toledo, O., has been kept busy for some time handling and drying the wheat from the ruins of the Union Elevator, which was burned last September. The dried grain is being fed to cattle. The elevator contains a Metcalf drier of 700 bushels capacity, which is used to dry new damp grain.

Baldwin & Elliott, of West Liberty, O., were troubled with a scoop-shovel man a few years, but he has quit and they now have their trade in fine condition. With a new corn dump of 2,000 bushels' capacity, new 40-foot track

scale of 140,000 pounds' capacity, and storage for 50,000 bushels, they are well fixed for the nice trade they are getting.

It is reported that Paddock, Hodge & Co., will let a contract for a new million bushel cleaning elevator at Toledo, O., February 10th. It will be of fire proof construction and equipped with dust collecting apparatus throughout. The expensive experience of this firm with dust and fire prompts it to take every precaution to reduce the danger of dust explosions. It would be profitable for others to take similar precautions.

Replying to the charges made by Detroit business men that the railroads are favoring Toledo, Denison B. Smith, secretary of the Toledo Produce Exchange, says: "Toledo is a great grain market for the reason that its natural advantages favor the trade, and its citizens look closely after business instead of trying to create sympathy in the publication of newspaper articles that have no semblance of truth. Toledo will continue to be a great grain market on its merits. There is room in the great west for all, and if Detroit is not getting its share of the business, it is the fault of Detroit business men."

Chief Grain Inspector Edward H. Culver, of Toledo, Ohio, informs us that much of the grain arriving in that market from Illinois and parts of Indiana is in very bad condition. On February 6th out of 117 cars of corn received but 17 graded No. 2. Inspector Culver says that much corn arriving is old corn mixed with new corn fresh from the field and it appears that about 20 per cent of the corn is rotten, and the corn in some of the cars arriving is in very bad condition. If the country shippers would employ a couple of boys to pick out the rotten corn as it goes to the sheller they would easily make the price of the labor required and prevent the depreciation in the value of the balance of the corn. The rotten corn reduces the price of each carload from one to three cents. Old corn arriving grades no better than No. 4 and this is due principally to the fact that shippers will not take the trouble to remove the rotten ears.

Evidence of rate-cutting has been unearthed by the Grain & Hay Association of Cincinnati, O. On January 6 a carload of hay was shipped by Early & Daniel to Cathran & Co., Atlanta, Ga. It contained 228 bales of hay, and was C. & N. O. Car No. 3,705. The bill of lading is dated at Cleves, O., and signed "G. M. Sauer, Agent, per F." The rate of freight to Atlanta is 24 cents per hundred pounds, but the consignee paid but 20 cents. The bill of lading is on the Big Four forms, and is made out in regular order. The company denies that the bill is genuine and that such a man as G. M. Sauer has authority to sign. Agent H. A. Dawdy, at Cleves, says that no hay was sent from that point. In addition to denying the authenticity of the bill of lading, the Big Four officials say that the only money they received out of the transaction was \$1.50 for switching the car to the tracks of the Southern road, which took the car to Atlanta. Among the papers are the receipts from the Southern to Cathran & Co. for freight—\$157.08—the invoice from Early & Daniel, and the receipt from the Big Four

to the Southern for \$8.40, which it denies, and the switching receipt for \$1.50.

The new officers of the Toledo Produce Exchange are: President, Stevens W. Flower; first vice-president, William H. Morehouse; second vice-president, Charles Cutter; secretary, Denison B. Smith; treasurer, James E. Rundell; directors, Frank N. Quale, Frederick J. Reynolds, J. Frank Zahm, Frank I. King, Justice H. Bowman, Thomas A. Taylor, Ezra L. Southworth, Fred O. Paddock, Leroy S. Churchill, Ernest W. V. Kuehn. Committee of Arbitration: James Blass, Fred W. Jaeger, Julius J. Coon, James Hodge, Frank W. Annin, Frank T. Tanner, Charles S. Burgh. Committee of Appeals: Fred Mayer, Radford L. Burge, Henry W. DeVore, Samuel R. Backus, William E. Cratz, Edwin N. Crumbaugh, Zebulon H. Travis, John C. Keller, Frederick W. Rundell, Albert R. Cutter, George B. McCabe.

MICHIGAN.

Hankins Bros. will build an elevator at Elsie, Mich.

Wilson & Gamble have bought land on which to erect an elevator and mill at Warren, Mich.

G. H. Ward & Co., operating a large bucket shop at Detroit, Mich., failed on the recent advance in wheat.

Eaton county, Michigan, is the banner bean county of the state. The annual crop is about 250,000 bushels.

At Fenton, Mich., the Simmonds Grain Elevator and other property owned by the defunct State Bank, will be sold by auction February 21.

The defects in the machinery of the Flint & Pere Marquette Elevator at Ludington, Mich., having been corrected, grain shipments are now moving, hampered only by lack of cars.

President Caughy, of the Board of Trade; Commissioner Moore, of the Freight Bureau, and Thomas G. Craig, of Carson, Craig & Co., grain dealers, have attended recent meetings of the Central Traffic Association at Indianapolis to obtain better rates for and the removal of the discrimination against Detroit.

Fire in the cob house of the McLain Elevator at Battle Creek, Mich., recently was put out with small damage. From the sheller in the elevator the cobs are conveyed to a storage room adjoining the boiler room, for fuel. While being conveyed some of the cobs became ignited and carried the fire into the cob house.

Justus S. Stearns, Secretary of State, in his crop report for the state of Michigan, under the date of Feb. 8, says: There was very little precipitation in Michigan in January until the last few days of the month. The average depth of snow on the 15th was in the southern counties 0.16 of an inch, in the central 0.37 of an inch, and in the northern counties 4.67 inches, this last district showing great variation all through the month, the extremes being 1 and 30 inches, according to the location. On the 31st the average depth in the southern counties was 1.27 inches, in the central 1.62 inches, and in the section north of this 9.21 inches. The ground was practically bare during the month in most of the counties. In reply to the question, "Has wheat during January suffered injury from any cause?" 372

correspondents in the southern counties answer "yes," and 72 "no." In the central counties 126 correspondents answer "yes," and 37 "no," and in the northern counties 27 answer "yes," and 47 "no." The prevailing opinion is that wheat has suffered considerable injury. Conditions have been very unfavorable, yet the outcome depends very largely on the weather that follows. The total number of bushels of wheat reported marketed by farmers in January at the flouring mills is 526,901, and at the elevators 561,943, or a total of 1,088,844 bushels for the month; in the six months, August-January, the amount marketed is 10,858,010 bushels, or 594,146 more than reported marketed in the same months last year. At 84 mills and elevators from which reports have been received there was no wheat marketed in January.

SOUTHWEST.

A territorial grain inspection department is being promoted by J. Robb, of Kingfisher, Okla.

The Pond Creek Mill & Elevator Co. has been incorporated at Pond Creek, Okla., with \$50,000 capital stock.

E. Quilitch, of Pueblo, Colo., grain dealer, is enjoying a good trade in feed. He has two elevators and a mill of 40,000 pounds daily capacity.

The New Basin Elevator, Warehouse & Manufacturing Co., of New Orleans, La., will erect a 50,000-bushel elevator adjacent to its present warehouse.

The Illinois Central Railroad Company is to proceed with the construction of another 1,000,000-bushel elevator at New Orleans, La., its differences with the city having been practically settled.

The Kansas, Oklahoma Central & Southwestern will build 200 miles of railroad this year from Caney, Kan., south via Dewey and Bartlesville. J. H. Bartles, of Bartlesville, Ind. Ter., is president.

PACIFIC COAST.

Kindly send us grain trade news items.

Wild geese are doing great damage in California by scratching up the seed in wheat fields.

J. J. O'Farrell and Frank R. Jones, grain dealers and warehousemen, of Creston, Wash., have dissolved partnership.

Work is proceeding rapidly on the extension of the Oregon Railroad & Navigation Company from Wallula to Ripari, Wash., 65 miles.

A railroad, the Columbia & Klickitat, is to be built between Lyle and Goldendale, Wash., 30 miles. E. E. Lytle, The Dalles, Ore., is president.

One end of the Reardan Company's large warehouse at Spokane, Wash., burst recently and about 15,000 bushels of bulk wheat was spilled.

Export shipments from San Francisco, Portland and Puget Sound are small. Freights for new crop loading are 30 shillings on wheat from San Francisco to Europe.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published at Canajoharie, N. Y., every Friday of the year, for \$2. Both are invaluable to the trades they represent. Try them.

TEXAS.

Readers will confer a favor by sending us grain trade news items.

W. J. McGowan, of Baird, Tex., will establish a grain and hay business.

Join the state association and help advance the interests of your business.

The Whaley Mill & Elevator Co., of Gainesville, Tex., will put in a plant at Ardmore.

R. H. Poole has purchased the interest of R. P. Keith in the grain business of Poole & Keith at Cleburne, Tex.

W. D. Peak & Co., brokers in grain and stocks, at Fort Worth, Tex., have made an assignment to A. M. Carter.

A number of Kansas City grain receivers are considering the feasibility of establishing branches at Galveston, Tex.

Construction is to begin at once on the Colorado, Texas & Mexican Railroad, which is to run from Sweetwater to San Antonio.

The Texas Grain Dealers' Association has done much good since its organization in settling difficulties and adjusting claims for its members.

A number of additions have been made to the membership list of The Texas Grain Dealers' Association since the beginning of the New Year.

Within two months over 1,500,000 bushels of corn have been shipped from Galveston, Tex., by steamer, and all but 2 per cent of it was grown in Texas.

E. H. Crenshaw, secretary of the Texas Grain Dealers' Association, will go to Austin to look after enactments for the interest of the grain business in Texas.

Upwards of 500,000 bushels of wheat are being shipped to Galveston over the Kansas City, Pittsburg & Gulf railroad by the Moore Grain & Elevator Co., of Kansas City, Mo.

The Executive Committee of the Texas Grain Dealers' Association went to Austin on the 26th ult., for a joint conference with the Railroad commission and the representatives of the Texas Railroads, to try to relieve Texas grain shipments of present freight discriminations.

Exports from Galveston during January, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade, were 1,789,740 bushels of wheat and 759,040 bushels of corn, in 35 vessels; against 488,660 bushels of wheat and 881,563 bushels of corn during January, 1898.

The Insurance Committee reported at the Executive Committee meeting of the Texas Grain Dealers' Association that arrangements were almost completed for a liberal reduction on insurance rates. They hope to complete arrangements and report definitely in a week or ten days.

Secretary Crenshaw was recently spoken of in these columns as "the venerable secretary" and now a Texas friend informs us that Secretary Crenshaw's wife says she does not wish to see the editor of the Grain Dealers Journal until she has more time to pray and become harmonized.

We are indebted to the Texas Star Flour Mills, of Galveston, for samples of choice Honduras Rice, such as is grown in Texas and Louisiana. The samples show the grain at the different stages of the milling process and are very interesting to one unfamiliar with the method of cleaning and polishing rice.

The grain committee of the Galveston Cotton Exchange met recently to adopt a set of rules for grain inspection, and to arrange for market reports three times a day from the various centers of Europe. Another meeting will be held Feb. 15.

It is rumored that another member of the Texas Grain Dealers' Association has been caught in the Mississippi trap, but he had warning. Suppose he thought his draft would be paid because it was him, but he is wiser now, like the man who got too near the business end of a mule and thought it would be a good lesson if he ever got well.

The Executive Committee of the Texas Grain Dealers' Association decided to hold the annual meeting at Fort Worth on Monday and Tuesday, the 8th and 9th of May when many important subjects will be discussed. No member of the Association can afford to miss this meeting. It is supposed that at this meeting Mr. Early of Waco will pay his wager to President Harrison that the Association would never enable Mr. Harrison to collect a claim against a certain grain dealer.

CANADA.

Grain news items are always welcome.

Construction of the elevator at Halifax, N. S., is progressing.

E. Nicol, of E. Nicol & Son, dealers in grain and lumber at Boissevain, Man., is dead.

Merchants of Moosomin, Assa., are arranging for the construction of an elevator.

An elevator of 35,000 bushels' capacity is to be built at Rosebank, Can., by the farmers.

A farmers' elevator is to be constructed at Miami, Man. Among those interested are W. D. Boyd, T. Renwick and others.

Henry P. Watson, grain dealer of Minneapolis, has applied for membership in the Winnipeg Grain and Produce Exchange.

The Farmers' Union Elevator Company has been incorporated at Gretna, Man., with \$10,000 capital stock, by D. Klasson and others.

An elevator will be built at Collingwood, Ont., by the Grand Trunk railway if the government will dredge the harbor to twenty feet.

The appointment of official weighers in terminal elevators at Montreal, St. John and other points east, will be asked by the Montreal Board of Trade.

William Postlewaite, formerly manager, is charged with having converted to his own use grain stored with the Farmers' Elevator Company of Brandon, Man.

Alderman Thorp, grain dealer at Rockwood, Ont., has purchased the 30,000-bushel elevator of M. P. Barry & Co. at that place, and will take possession March 1.

Archibald McBean, of A. McBean & Son, grain dealers of Winnipeg, Man., died suddenly, aged 66 years. He was born in Ontario and since 1884 has been engaged in the grain business in Winnipeg.

The Corn Exchange at its annual meeting unanimously urged upon the Harbor Commissioners of Montreal the imperative necessity of providing bet-

ter elevator facilities for handling grain in the harbor of Montreal.

Prominent commercial men of Montreal have made a tour of inspection of the grain elevators and terminal facilities in several cities of the Union. Montreal is about to expend \$7,000,000 for elevators and harbor improvements.

It seems after all that a considerable portion of last year's Manitoba wheat crop was affected by the wet weather that prevailed in the Northwest during the latter part of the harvest, says the Montreal Trade Bulletin. This wheat was soaked through, but luckily, owing to the cool weather, it did not sprout. Still, its wet and swollen condition compelled its being dried, and drying machines are seen all over in the Manitoba elevators. After it is dried it makes fairly good flour, some of which has already been received here, the flour being clear and white, but it lacks in strength.

NORTHWEST.

Farmers in the vicinity of Milnor, N. D., are forming a company with \$15,000 capital to build an elevator at Delamere.

The North Dakota committee on the grading of wheat is gathering evidence of the alleged abuses at the terminal elevators in Minnesota.

A bill has been introduced in the South Dakota legislature providing that elevator men who issue storage receipts shall be placed under bonds.

Frick & Van Osdel, dealers in live stock at Yankton, S. D., have leased ground on the Great Northern railroad at Mission Hill, on which they will erect a 20,000-bushel elevator to replace the one burned last fall.

Senator Reed is not making much progress in the South Dakota legislature with his bill requiring railroad companies to furnish cars to private shippers of grain, and to demand no greater compensation for this service than is usually received from warehouse and elevator owners. Senator Loomis, who happens to be an elevator owner and grain shipper, from his thorough knowledge of the question was able to recite some telling arguments against the bill.

NEBRASKA.

Send us grain trade news items.

No corn, practically, is moving in Nebraska.

The Nebraska Grain Dealers' Association will hold its annual meeting in the early part of April.

The Greenleaf-Baker Company are remodeling their elevator at Howe, Neb., and will replace the horse power with a gasoline engine.

F. L. Chapman, of Omaha, is superintending the construction of the new elevator of the Trans-Mississippi Grain Company, at Petersburg, Neb.

Geo. W. Butterfield & Co., Humboldt, Neb.: "If it is not necessary to stamp weigh tickets, and if anyone knows of a way to have them cashed without stamping, we would be pleased to know it."

The elevator at Pleasant Dale, Neb., owned by G. W. Lowrey, grain dealer, was completely destroyed by fire on the night of January 19, together with 25,000 bushels of oats and a B. & M. freight car. The insurance about covers the loss.

IOWA.

Grain trade news items are always welcome.

J. H. Hulbert and family of Fontanelle, Ia., are making a pleasure trip in Cuba.

Stewart & Co., of Chariton, Ia., have sold their grain business at Milo to Silger & Manley.

From Story City to Gowrie, Ia., the Marshalltown & Dakota proposes to build a railroad 36 miles long.

W. H. Luce, of the Luce Grain Co., Minneapolis, will replace the burned elevator at Dubuque, Ia., with a larger building.

An elevator is soon to be built at Tripoli, Ia., by the Tripoli Lumber Co., which has recently begun business with \$20,000 capital.

E. L. McClurkin, secretary, writes us that the Grain Dealers' Association of Southwestern Iowa will meet at Burlington February 15.

G. C. Jameson and his employe, W. C. Crone, of Dows, Ia., have been convicted of using false weights. An appeal will be taken.

Iowa dealer writes: "Is it absolutely necessary to use stamps on grain tickets? the cost is a large item, and if it can be evaded legally I am willing to do so."

F. D. Babcock, secretary, writes us that the Grain Shippers' Mutual Fire Insurance Association, of Ida Grove, Ia., is growing rapidly, and as yet has had no loss.

The Chicago & Northwestern Railway Co. will build a 25-mile extension from Wall Lake to Denison, Ia., with a branch to Mondamin, 65 miles; also an extension of 18 miles from Moville to Sioux City.

The American Linseed Co.'s oil mill at Burlington, Ia., was burned January 29, together with several thousand bushels of flax and many tons of oil cake. Loss, \$15,000; fully insured. The two elevators were saved.

A. W. Harris Grain Co., Sibley, Ia.: "Would like to know best form for check or receipt to be used in paying for grain bought of farmers and which can be paid at a bank and require no internal revenue stamp."

Scott Logan, of Sheldon, Ia., has given his son, Oliver E. Logan, a fourth interest in the grain business, and the firm is now Scott Logan & Son. The firm has elevators at Sheldon, Hartley, Canton and Whittemore, Ia., and Bridgewater, S. D.

E. D. Vorhes, of Cushing, Ia., writes: "The car famine is just as tight here as it was last September, and, in fact, has never let up from that time to the present. It has been worse and the longest tie-up I have ever seen at this point, and I have been here 12 years next April."

On Wednesday evening, January 25, Charles S. Clark, editor of the Grain Dealers' Journal, was married to Miss Myrtle E. Dean, niece of Z. D. Root, who was formerly engaged in the hay business at Chicago and Renwick, Ia. Mr. and Mrs. Clark will reside at 7608 Union Ave., Chicago.

O. T. Hulburt has bought the line of elevators, 22 in number, formerly owned and operated by the Iowa Grain & Produce Co., on the line of the C. B. & Q., and K. & W. railroads, and will

conduct the business under the firm name of O. T. Hulburt & Co., with headquarters at Osceola, Ia.

Frank Thoms & Co., Minburn, Ia.: "Since the new revenue law was enacted we have had to stamp the scale and pay check, all in one, that we have always used here. We have our own money in the bank, where farmers go to get money for this check. We feel that this sort of check ought not to be stamped."

MINNESOTA.

Let us hear from you.

A farmers' elevator is planned at Mazzeppa, Minn.

Residents of Bigelow, Minn., will build an elevator.

The elevator at Danvers, Minn., was burned, together with a large quantity of grain.

G. O. Helvig has purchased the elevator of B. C. Young at Ronneby, Minn.

Parker Bros. have sold their elevator at Waltham, Minn., to Martlett of Wykoff.

Pile-driving has begun for the extension of the Consolidated Elevator at Duluth, Minn.

Extensive repairs are being made to the elevator of the Nye-Jenks Grain Co., at Washburn, Minn.

A farmers' elevator company has been formed at Sauk Center, Minn., to purchase and operate the How-Hillsdale Elevator.

The Consolidated Elevator Co., of Duluth, Minn., has been granted a permit to build an addition costing \$12,000 to Elevator E.

The Minneapolis & St. Louis Railroad Co. has decided to build this year 150 miles of the 240-mile extension from New Ulm to Omaha.

Halverson & Jargo, grain dealers at Hardwick, Minn., have dissolved partnership, the latter being now the sole owner of the elevator.

Profits of the Farmers' Elevator Co., of Waseca, Minn., since beginning business, have amounted to \$555, the trade has amounted to \$28,599.

Shippers will do well not to send low grade wheat to Duluth. At that point buyers for the article are scarce and the supply is great.

The Terminal Elevator Co., of Duluth, recently got rid of 40 cars of No. 3 corn by shipping it to Chicago. If dry it would have graded No. 2.

A railroad from Sanborn, Minn., to Burt, Ia., 94 miles long, will be built by the Minnesota & Iowa Railroad Co., in the interest of the Chicago & Northwestern.

The Farmers' Elevator Co. of Kenyon, Minn., has elected the following officers: President, O. F. Henkel; vice president, W. R. Colister; secretary, A. T. Kjos; treasurer, C. L. Brusletten.

A record-breaking car of wheat was shipped recently by Heibert Bros. of Mountain Lake, Minn., to the H. Poehler Co., of Minneapolis. The car contained 1,350 bushels weighing 81,000 pounds.

The Duluth Board of Trade has formally recognized future trading in corn by adopting a resolution, that hereafter a tender of No. 3 yellow corn or better on a contract for future delivery will be a fulfillment of sale.

Receivers at Duluth feel that the large quantities of corn arriving at the head of the lakes could be profitably disposed of by shipment to Chicago before the opening of navigation if the freight rate were more equitable.

F. P. Seeger has been doing a good business at Marietta, Minn., where last fall he built a 20,000 bushel elevator.

A car of oats containing 2,515 bushels and weighing 80,500 pounds was received recently by Confer & Cobb of Minneapolis, Minn.

The profit of the Dennison Farmers' Mercantile & Elevator Co., at Dennison, Minn., for 1898 was only \$324. The following officers were elected: President, John Miller, Vice president, K. K. Hougo; secretary, E. G. Farrankop; treasurer, J. A. Walen.

Patterson & Hartwig's elevator at Hutchinson, Minn., came near being burned. Soft coal in the bin next the boiler became ignited from the heat passing through the brick wall. The fire had smouldered some time before it was discovered and extinguished.

The committee of the Minnesota legislature appointed to investigate the grain inspection department has heard considerable testimony. Much of it goes to show that the department is earnestly striving to do justice to all concerned. Very little evidence has been adduced to show that the grading is not uniform; the most positive testimony being that of J. S. Parsons, a grain shipper of Richland county, North Dakota, who testified that he shipped twenty-two cars of wheat to West Superior, and instead of grading it No. 1 northern it was given a lower grade. He afterward shipped two cars of the same wheat to St. Cloud and both graded No. 1 northern. The next four cars graded the same. All the wheat graded No. 1 northern was inferior to the twenty-two cars that had been graded No. 2. Chief Grain Inspector Clausen had told him the same inspection and grades prevailed at West Superior as at Duluth, in fact, frequently wheat was inspected at Duluth and then sent to West Superior. He placed his loss at \$1,000 by reason of the grading.

Henry M. Rivers, agent for F. H. Peavey & Co., at Avoca, Minn., is charged with embezzlement of \$25,000. Friends of Rivers say the shortage was caused by loose business methods, and that he was attentive to business, lived cheaply and was not a frequenter of saloons. For several years he has represented the company at Avoca, and a year ago disclosed his shortage to the company. Early in December last it was discovered his books were wrong, and investigation showed Mr. Rivers had given farmers slips for grain instead of the regular storage checks, so that the books had no record. Rivers would issue checks for the grain, sign the farmers' names and collect the cash. In the spring he sold grain, feed and coal for cash, which he kept, turning in notes to the company. When presented to the makers it was stated that the notes were accommodation notes and that they owed the company nothing. Some farmers bought flax and were paid for wheat. Rivers kept a private set of books whereby he always knew how matters stood and could make dummy entries in the regular books to make them balance when the company's

auditor arrived. What became of the money is a mystery, as Mr. Rivers had no bad habits, and never speculated or gambled. Mr. Rivers has engaged two attorneys to defend him and will put up a hard fight.

The new grain elevator of Heibert Bros., at Mountain Lake, Minn., was destroyed at midnight Jan. 30 by an incendiary fire. At the same time fire broke out in Hubbard & Palmer's elevator, but was extinguished with small loss. About 15,000 bushels of grain was burned. Loss, 10,000. This is the third independent elevator at this point to be burned.

Evidence shows that the elevator fire at Clara City, Minn., was incendiary. After the Interstate and Northwestern elevators had been destroyed, J. J. Gieb, of the Farmers' Elevator, happened to go under his elevator to repair the scales. Underneath he found a bundle of hay tied with rope. The theory is that similar bundles saturated with gasoline from a barrel belonging to the Farmers' Elevator, had been placed under the two other elevators.

WISCONSIN.

Send us notices of contemplated improvements.

Grain trade news items are always welcome. Let us hear from YOU.

Jay Nuttall is assisting Fred Klinker in the grain business at New Lisbon, Wis.

J. W. Jawyer, of Minnesota Junction, has removed to Juneau, Wis., to buy grain.

Case, Moon & Beckwith is a new firm which has opened a grain warehouse at Richland Centre, Wis.

The local buyer at De Pere, Wis., paid out to farmers for grain, hay, etc., \$225,000 during the past year.

The Northern Grain Company is considering the advisability of constructing another elevator at Manitowoc, Wis.

The Northern Grain Co. has chartered two steamers at Manitowoc, Wis., to carry corn and rye. The rate is 3 cents.

Joseph R. Lilley & Sons, of Blaine, Wis., have purchased the elevator of J. B. Wise at Sharon, and will remove the family to Sharon.

Joseph Duvall's grain elevator at Kewaunee, Wis., is to be enlarged to 60,000 bushels' capacity. An addition 33x55 feet and 55 feet high will be built.

Elick Olson, of the Farmers' Alliance, has viewed Superior, Wis., to select a site for the 1,000,000-bushel elevator which the Alliance thinks it will build. Mr. Olson resides at Shelburne, Minn.

Hay dealers who handle grain and grain dealers who handle hay can have both the Hay Trade Journal and the Grain Dealers Journal for \$2, the price of the former alone, if both are subscribed for at the same time. Don't miss this opportunity.

J. Evans, Barneveld, Wis.: "We handle a big trade outside of shipping; and shipping will be lively now if prices hold out. I have the warehouse nearly full of rye and oats. There is a good deal of grain in the country round here as the farmers have been holding for better markets. All that could keep the grain kept it over the last year, and some farmers round here have two years' grain on hand."

INDIANA.

Grain trade news items are always welcome.

All the machinery has arrived for the new elevator at El Morro, Ind.

Regular dealers are requested to send us the grain trade news of their districts.

John H. Beckman, of Ferdinand, Ind., contemplates building a grain house at Bretzville.

James Wellington will build a 30,000 bushel grain elevator and flour mill at Anderson, Ind.

I. A. Adams has purchased the elevator and mill of Musser & Neal, at Bunker Hill, Ind.

The Lamberts have indefinitely postponed the construction of the elevator at Anderson, Ind.

Henry Kenner & Son, grain dealers at Huntington, Ind., during January shipped 49 cars of hay and grain.

New machinery is being installed in the elevator of Van Gundy & Wilson, at Rockfield, Ind., General repairs are being made.

Plans are being drawn for the elevator which the Goshen Milling Company, of Goshen, Ind., will build at a cost of \$10,000.

The Southern Indiana railway is to be extended from Greensburg to Richmond, 52 miles; also from Elnora to Terre Haute, 42 miles.

S. A. Jordan and others of Vincennes, Ind., have purchased the elevator of

Hudnut & Co. and will engage in the grain trade as Jordan Bros. & Co.


Garrison Bros.' new elevator at Converse, Ind., is 28x30 feet and 70 feet high. The capacity is 15,000 bushels, and the equipment includes a wagon dump and Barnard & Leas corn sheller and cleaner.

J. E. & H. G. Flynn's new elevator at Converse, Ind., is being built from plans made by the Western Elevator Construction Company, of Conway, Kan. The building is 28x32 feet, with a pit 12 feet deep. Power is supplied by a gas engine burning natural gas.

Willard E. Hurd has purchased the Johnson warehouse at Logansport, Ind., of the Logansport National Bank. Mr. Hurd has been buying grain at the warehouse since July, 1897, when he made a lease. The building was erected in 1849 by Israel Johnson & Sons.


Invaluable to the trades they represent—the Grain Dealers Journal, published on the 10th and 25th of each month, and the Hay Trade Journal, published at Canajoharie, N. Y., every Friday, both for \$2 if subscribed for at the same time. Don't miss this chance.


J. M. Brafford, grain dealer at Frankfort, Ind., suffered a few hundred dollars' loss recently by fire in the office of his elevator. Mr. Brafford was disconnecting the gas stove when the vapor of wood alcohol, which had been poured into the pipes, became ignited and exploded. The books were saved.




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ART

The leading artists of the country will contribute to the pages of the WEEKLY, as heretofore, making it the foremost illustrated weekly.

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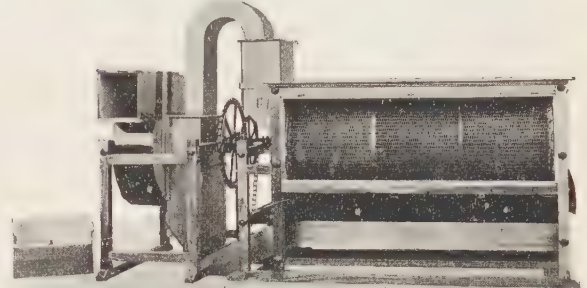
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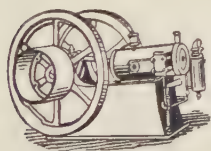
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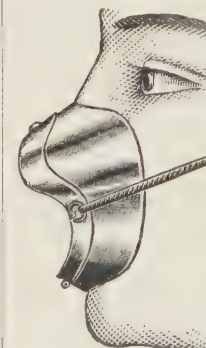
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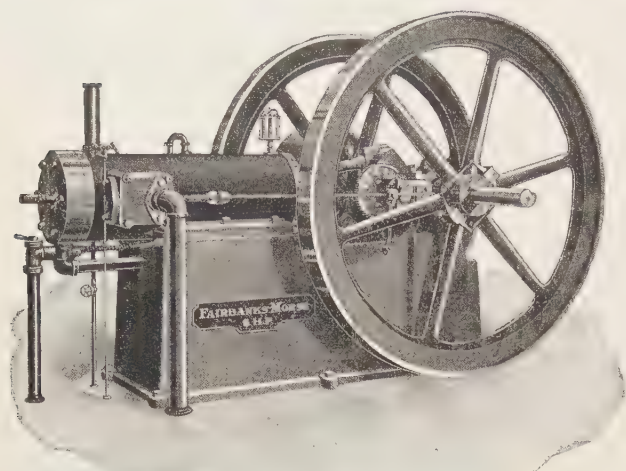
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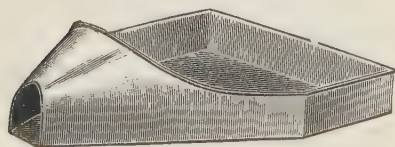
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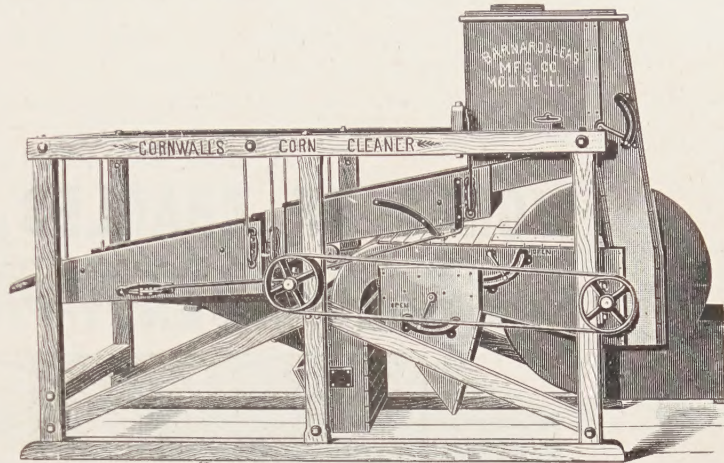
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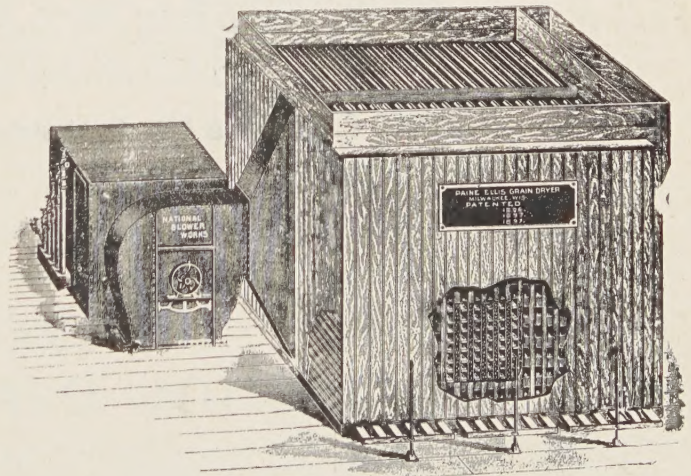
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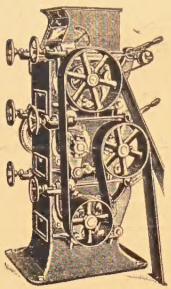
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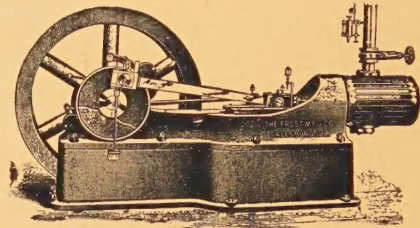
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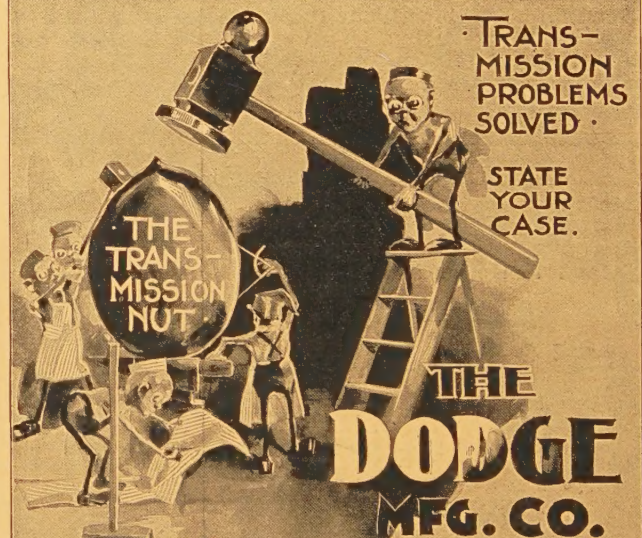
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